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The Daily Press.

HONGKONG APRIL 8th, 1914.

Two volumes written by Mr. ERNEST H. WILSON have recently been published by Messrs. Methuen & Co. bearing the title of "A Naturalist in Western China." The publishers are perfectly justified in claiming for them that they contain a comprehensive description of a fascinating region, with special reference to its flora and fauna, to its mineral, agricultural and economic wealth, and to the manners and customs of the tribes inhabiting the Tibetan borderland. Mr. Wilson's travels in Western China began early in 1899, and had for their object the collecting of botanical specimens and the introducing of new plants into the gardens of Europe and North America. He has made four separate expeditions, covering in all nearly eleven years, and the nature of his work made it necessary for him to avoid the beaten track, and the couple of volumes he has published, while they are of especial value to the botanist, are of great interest to the general reader who is interested in China. An extract from one of the early chapters reads: "With her industries teeming millions, her old, old, civilisation, her enormous natural wealth and wondrous scenery, China attracts the gaze of all who sojourn long within her borders. No country outside Europe and North America is of such perennial interest to the world at large as

China. To travel leisurely through this vast country is an education which leaves an indelible impression on all fortunate enough to have had the experience." Mr. Wilson's record of his wanderings thoroughly convinces the reader of that fact.

We have often commented on the strange neglect in China to encourage the construction and efficient maintenance of roads. Mr. Wilson, who spent most of his time in country "too wild and too rugged for wheels, and where the only recognised mode of travelling is by means of the sedan chair," gives the reader the benefit of interesting experiences, and some observations which are original. There are, as the reader is doubtless aware, some imperial highways, few in number but of vast importance, since they connect the metropolis with the provincial capitals. These were made for military purposes in early times when the Emperors were busy conquering the country and extending their territories. Mr. Wilson says the grading of these ancient highways was well done, and the whole work speaks volumes for the ability and energy of those old-time engineers. They were originally paved with great blocks of stone, often indeed they were actually blasted and excavated from solid rock, but to-day they are sadly neglected. "Floods have destroyed them here and there, and often the paving blocks have been stolen for house-building and other purposes, and gaps of unpaved, muddy stretches, almost impassable in rainy weather, occur all too frequently. Sufficient of the original road remains to stir admiration for the skill and foresight of the engineers, long since dead, and to set the traveller longing for those halcyon days." A feature of the country is the bye-paths and narrow tracks permeating in all directions, and from a lengthy study Mr. Wilson has come to regard this network of bye-paths as the result of salt traffic, and more especially salt smuggling. "There are to-day many such paths throughout the Hupeh-Szechuan boundary used for practically no other traffic than that of salt, and by these paths salt still reaches certain districts in defiance of the law. Very useful, if difficult, the traveller finds these bye-paths, for without them it would be impossible to traverse some of the wildest and most interesting parts of Central and Western China."

Mr. Wilson describes the remote mountain fastnesses of Central and Western China as "simply a botanical paradise, with trees, shrubs and herbs massed in a confusion that is bewildering." The wealth of flowers which meets the eye is "astonishing and surpasses the dreams of the most sanguine." In the chapter on timber trees Mr. Wilson observes that the massive timbers to be seen in old Chinese temples and houses are now unobtainable from the native trees of China. The destruction of timber has been a frequent theme of comment by travellers, but apparently volcanic upheavals have played a part in this as well as the woodman's axe. Mr. Wilson relates how on one occasion he came upon some villagers south of Tachienlu who were digging out huge buried logs in a narrow valley. They dammed up a torrent at the head, and the water, when it was let out by a sluice as required, washed away most of the soil. Some of the excavations were fully fifty feet deep. There was plenty of other timber, but only the *Hsien mu* (fragrant wood) was considered of value. Coffins made of it cost from four hundred to a thousand ounces of silver. This timber, he says, is wonderfully preserved, and is more compact in texture and more fragrant than that of recently-felled trees. In all his travels in Western China he had only seen one living specimen approaching the size of these long, buried giants. Mr. Wilson's chapters on medicinal plants, the more important plant products, and tea and tea-yielding plants are exceedingly interesting, and so also are his remarks on the mineral wealth of the country, including the probability of oil beds in Szechuan, which seem to be indicated by the "fire-wells" of Tzuiching, but opposition to the foreign concessionaires has prevented even the coal-mines from being worked properly. Sportsmen will be particularly interested in the chapters on Sport in Western China, which occupy about a third of the second volume. The final chapter contains some general remarks on the Chinese people, and especially on their virility and industry. China's peace-loving, industrious millions, as he says, can never be utterly smothered or nationally effaced, and those who know China best will not disagree with his conclusion that her salvation will not be found in any advanced Western system of government, but in a wise and liberal despotism. That is now taking the place of the parliamentary institutions which were all too hastily set up two years ago.

A thief entered the Rev. N. C. Pope's bedroom at Kowloon on Monday by opening a window. He stole \$14 worth of jewellery and other small articles.

Mr. David Wood, Superintendent of Accounts in the Public Works Department, and Mr. T. L. Perkins, Executive Engineer, left for Shanghai yesterday by the *Awa Maru* en route for Home, via Siberia, on leave.

Inspector McHardy prosecuted a Chinese at the Magistracy yesterday for the larceny of ten carpentry tools from the Naval Dockyard. The man was sentenced to a month's hard labour and four hours' stocks.

A coolie met with a terrible death whilst at work in the Kowloon Dock on Monday. A heavy iron pump fell off a truck upon which it was being wheeled, and descended on the unfortunate man's head, which was badly crushed.

A Chinese was charged at the Magistracy yesterday on two counts of embezzlement, the amounts aggregating \$14,000. Mr. Holmes was for the prosecution, and Mr. Leo d'Almada defended. The case being remanded.

Yesterday the Chief Justice and the Puisne Judge were engaged in Chambers considering the question of costs in connection with the Chung Sau Nam appeal, and also in dealing with the certifying, or otherwise, of three Counsel who appeared on behalf of the respondents.

The fortnightly meeting of the Hongkong Sanitary Board was held yesterday. Those present were:—Mr. D. W. Trautman (President), Col. Irwin, Mr. F. B. L. Boley, Mr. Ng Hon Tsai, Mr. Chan Kai Ming, Hon. Mr. E. A. Hewett, O.M.G., Dr. Fitzwilliams, Dr. F. Clark (M.O.H.), and Mr. E. W. Hamilton (Secretary). There was no business of public interest.

There were 13 cases of small-pox reported to the Medical Officer of Health last week. One occurred in the city of Victoria and 12 in districts other than the city. One was a British case. There were also four cases of enteric fever. The return says one was British, one English, and the rest Chinese. What the distinction is between British and English is not stated.

Prosecuting a Chinese who had just arrived in the Colony from Melbourne for conveying unstamped letters, the Postmaster-General (Mr. E. D. C. Wolfe) told the Magistrate that the defendant was carrying money letters. There was no reason why they should not be sent either through registered post or ordinary post. The man had been in Melbourne sufficiently long to know what the post office was. Possibly, he humorously added, it was better there than it was in Hongkong.

At about 3 o'clock yesterday morning a fire broke out on a cargo junk in the Harbour. The fire obtained a good hold on the junk, which was laden with 450 bales of hemp, before the alarm was given, and before the Fire Brigade, under Chief Inspector Gourlay, arrived on the fire float, the crew had bored through the bottom with the object of scuttling the vessel to prevent it floating among the other shipping. The Brigade extinguished the fire, and the junk soon afterwards went to the bottom. The fire originated in the fore part of the junk, from a cause at present unknown.

THE PLAGUE.

There were 91 cases of plague reported in the Colony last week, 54 being fatal. The official return gives them as 1 Scotch, 1 Filipino, 1 Portuguese, 1 Indian, 1 Malay and the rest Chinese (one imported). Of the 91 cases, 40 occurred in the City of Victoria and 51 in other districts. We notice that Yau-mat-ti furnished 35 of these. The total for the year has been 391, while the deaths have been 261—a much lower percentage than usual.

UNLAWFUL POSSESSION OF OPIUM.

At the Magistracy yesterday, before Mr. J. R. Wood, two cases were called on for hearing in which rather large amounts of prepared opium were involved. In the first case, two Chinese, who were arrested by Inspector Morrison at No. 49, Staunton Street, were charged with being in unlawful possession of 155 taels. The second defendant was discharged, and the hearing of the case against the first man was adjourned. Another man, arrested in a house at Graham Street, was charged with being in unlawful possession of 80 taels. This case was also remanded.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE DEADLOCK.

RENEWED DEBATE IN THE HOUSE.

SECOND READING PASSED.

LONDON, April 7th.

Mr. John Redmond resumed the Home Rule debate in the House of Commons to-day, and dwelt at the outset of his remarks upon the great and critical nature of the controversy. The time was gone for mere party manoeuvres, and it was useless crying peace when there was no peace. (Opposition cheers.) It was impossible to agree to the permanent exclusion of Ulster, or abandon the principle of "Ireland a Nation." Vague talk of federalism was misleading and mischievous. Mr. Redmond concluded by stating that although he would do and say nothing which would preclude a fair and honourable settlement, he thought that, under the present circumstances, the House should proceed with the Bill as it stood. (Loud cheers.)

Sir Edward Carson reiterated that if the six years' limit was removed he would go to Ulster and submit the Government's proposal. The whole thing, however, was an outrage on constitutional government. He emphasised that the only solution was to exclude Ulster until they had won her consent. The speaker implored the Government to abandon the idea of forcing the Bill upon Ulster.

Sir John Simon, in the course of a most conciliatory speech, affirmed that the Premier's offer would remain open up to the latest possible time. He hoped that the efforts which were being made to arrive at an agreement would continue, but the Government would exclude any discussion of a federal solution which was merely intended to perpetuate the division of Ireland into two parts. He intimated that the Government were prepared to discuss any reasonable modification of Mr. Asquith's proposals.

Mr. Bonar Law said there were only two ways to avert a calamity: the exclusion of Ulster, or an appeal to the country, but the Government's bargain with the Nationalists barred either solution. If the proposal to renew conversations was formally made, the Opposition would accept it, but what was the use of conversations with Mr. Redmond utilising the veto for every Opposition proposal? If the Government would make up its mind as to what was a fair and proper solution and themselves accept the responsibility for it, the difficulties would disappear. If the Government meant honestly to consider the exclusion of Ireland as long as Ulster was unwilling to come in, the Opposition would do their utmost to facilitate a settlement on those lines. The application of force could only end in bloodshed and would fail in its object. He announced that if the Government inserted their Ulster proposals in the Bill and carried it through the Committee, and obtained the country's support for it, then, as far as Lord Lansdowne's authority went, the House of Lords would allow the Government to place the Bill on the Statute-book without change and without delay.

Mr. A. Birrell (The Irish Secretary) winding up the debate, thought they had made considerable progress. He shuddered at the very thought of civil war, and said they did not need civil war to settle the question. Ulster must be won, and her opposition to participating in self-government overcome, but this could not be by force. Hence the Government's proposals. He pleaded earnestly for a settlement, but the Opposition must not press the Government to exclude Ulster permanently. It was hopeless to exclude Ulster permanently because of Irish sentiment. They ought to find a solution whereby Ulster would go out for a time, and come back upon conditions which the Government were ready to consider with the Opposition.

[THROUGH REUTER'S AGENCY.]

BILL PASSED A SECOND TIME.

The second reading of the Bill was carried, the voting being:—

For the Bill 358
Against 270

Majority 80

Eight O'Brienites abstained from voting, 38 Labour members voted with the Government, and two Liberals, the Hon. T. C. Agar-Robartes and Sir Clifford Cory, voted with the Opposition. Hundreds of Irishmen, cheering and waving green flags, saluted the announcement of the figures at the Palace-yard entrance to the House of Commons, and gave ovations to Mr. John Redmond and other Nationalist M.P.'s on coming out of the House.

UNIONISTS AND EAST FIFE.

The Unionists have deferred their decision with regard to the course of action to be adopted in the East Fife bye-election until to-morrow.

MR. ASQUITH.

Mr. Asquith has returned to Downing Street from East Fife.

NO CONTEST IN BELFAST.

Colonel Sharman Crawford (U.) has been returned unopposed for East Belfast.

OTHER BILLS.

The second reading of the Welsh Disestablishment Bill will be taken the week after next, and the Plural Voting Bill will come on shortly afterwards. The Government will then propose the closure motion in dealing with the Committee stage of the three chief Bills. The Government intend their Ulster proposals to be considered at the conferences of the party leaders when the Bill goes to the House of Lords.

VIEWS ON THE SITUATION.

The Unionists think that Mr. Bonar Law's offer of yesterday—that the House of Lords would pass the Home Rule Bill without the fresh application of the Parliament Act if, at an election, the country approved the Bill—removes the Government's last shadow of excuse for refusing a prompt election.

The Liberals declare that the limit of the Government's concession has been reached.

The *Daily News* suggests that local powers in Ulster would be better than exclusion, and urges the Unionists to make the best terms they can for Ulster.

FENNER IN ENGLAND.

SEVENTY-EIGHT CHARGES.

LONDON, April 7th.

Mr. Fenner, the English stockbroker who made himself notorious by his connection with the Marconi transactions, and who has been extradited from France to England, appeared at the Mansion House Police Court to-day, and was charged on no less than seventy-eight counts under the Larceny Act.

AN INTERESTING WEDDING.

LONDON, April 7th.

Mrs. Patrick Campbell was married yesterday afternoon at a registry office to Mr. George Cornwallis-West, who was divorced by his wife, Lady Randolph Churchill, the decree being made absolute yesterday.

CANADA'S BUDGET.

A LARGE SURPLUS.

OTTAWA, April 7th.

Mr. White, the Minister of Finance, in introducing the Budget, estimated that there would be a surplus of \$36,500,000 in 1914. Referring to the financial crisis of 1913, he said that most of the British criticism of Canadian borrowing was unjust, but perhaps it was not blame-worthy under the trying conditions in the London market. However, Canada could not suddenly discontinue borrowing without damaging the previous investors who had supported the undertakings which must be finished to be productive. There would be no general revision of the tariff, but there would be increases on rolled iron and steel, and wire rods, which at present were free, would pay \$3.50 per ton; but there would be a drawback on wire fencing.

[DAILY PRESS EXCLUSIVE SERVICE.]

THE CABINET CRISIS IN JAPAN.

Tokyo, April 7th.

Baron Kiyomasa has been unable to form a Cabinet, and has resigned.

[THROUGH REUTER'S AGENCY.]

THE CONSTITUTION AND INTEGRITY OF KEDAH.

A PROTEST FROM THE REGENT.

LONDON, April 7th.

In the House of Commons, Mr. L. S. Amery asked the Colonial Secretary whether a petition from the Regent of Kedah had been received, in which the latter complained that the High Commissioner of the Malay States had vitally changed the Constitution and integrity of Kedah. Mr. Amery called the attention of the Government to a statement in the House of Commons on the 21st July, 1909, that the integrity had not been affected by the transfer Treaty.

Mr. Lewis Harcourt, Secretary of State for the Colonies, said that a petition had been received direct from the Regent protesting against his appointment as President of the State Council. It had been referred to the High Commissioner for a report.

Mr. Harcourt said he was aware of the statement alluded to, but did not understand the appointment being regarded as a vital change of the Constitution, or as affecting the interests and integrity of the State.

AFFAIRS IN ALBANIA.

MOBILISATION EXPECTED.

DURAZZO, April 7th.

In consequence of the anarchical situation in Southern Albania, the Government has ordered a list of the forces which will be available in the event of the formation of a militia. Proclamations have been posted throughout the country ordering a muster of all ex-Redifs between the ages of 20 and 30. The rumours of a partial mobilisation are premature at present.

ORIENTALS IN CANADA.

AND THEIR EMPLOYMENT OF WHITE WOMEN.

TORONTO, April 7th.

The Chinese Consul-General to Canada has objected to the clause in the Ontario Factories Act Amendment Bill forbidding Orientals to employ white girls, on the ground that it was unconstitutional and opposed to the principles of the Treaty with China. A case involving a similar amendment by the Saskatchewan Legislature is now before the Imperial Privy Council. The Ontario Government will probably withdraw the amendment until the case is decided.

NAVAL NOTES.

H.M.S. *Bramble* is expected in Hongkong from the North on the 24th instant to refit.

H.M.S. *Minotaur* sails to-day, at 5 p.m., for the North, and the flotilla, with the exception of the *Weland* and *Ribble*, proceed in the same direction at 5.30 p.m.

H.M.S. *Hampshire* is expected to join the others on the Northern station on or about the 25th instant.

OPIUM IN KUEICHOW.

A correspondent of the *N.C. Daily News*, who is on a visit to the North of Kueiyang, writes:—"I have not seen any opium grown; beans, mustard and other plants are to be seen in abundance. Of course one would not expect to find any along the main roads, but yesterday and to-day I have come by a smaller road. Last year when I came the same road, I saw opium in several places. I have heard that in the Siu-wen-shan district some men have been shot for growing the plant, and to-day I hear a report that in the northern part of this Kaichow district three or four men have been shot for the same offence. I give these reports for all reserve, as on a previous occasion official announcements proved to be untrue. Opium growing is still prevalent everywhere so far as I can see. Many who say they have discarded the drug are still taking it in the shape of anti-opium pills. I know of several men who have been 'curing' themselves in this way for months, in one case for over a year. The Kaichow Magistrate is at present visiting the north of his district uprooting opium. No doubt a good deal is still to be found in out-of-the-way places. The trouble is that when stern measures are taken the poor suffer. The rich in most cases buy themselves off. Stern punishment meted out to the district headmen would prove most effectual as well as most fair."

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

THE OPERATIONS AGAINST
"WHITE WOLF."

MISSIONS PLUNDERED.

PEKING, April 7th.

The Tath of Shensi reports a victory of the Government troops at Lin Su, and a further fight is expected to take place at Yin Chin Wei, whither the robbers have retired, plundering the missions en route.

PAPER CURRENCY IN CHINA.

PEKING, April 7th.

The Paper Currency in circulation in China is computed by the Government at eighty million dollars, which it wishes to cover out of a second loan from the Quintuple Syndicate. The general opinion prevailing, however, places the actual circulation at a higher figure.

CHINA'S MILITARY FINANCE.

FURTHER DISBANDMENT OF TROOPS
IMPOSSIBLE.

PEKING, April 7th.

Hsu Shi Chang has expressed his opinion to Li Yuan Hung that a further disbandment of soldiers is impossible. It is also necessary, he says, to provide a livelihood for those already dismissed by establishing large industrial works and farms.

LEGAL ADMINISTRATION IN
CHINA.

PEKING, April 7th.

A Presidential Mandate returns the Law Courts to the administration of the district officials. The sub-committee of the Political Committee voted for the abrogation of all minor Law Courts, except those at the Provincial capitals and at the open Treaty ports; also for the removal of all the State attorneys.

REBEL CHIEF ARRESTED IN
PEKING.

PEKING, April 7th.

The rebel chief, Feng Chi Fu, has been arrested at the Chang Fah Hotel, at Peking, and the seal of the rebels has been found in his possession.

EUROPEAN SERVICE.

CONDITIONS IN ALBANIA.

BERLIN, April 6th.

The report that an Italo-Austrian expedition is to be sent to South Albania is denied both at Rome and Vienna. There will be no expedition to Albania at present.

The calling up of the Albanian reserves was answered from Elbasan by 2,000 Albanians reporting at Koritza.

The Prince of Albania congratulated H.M. the Queen Wilhelmina on the bravery of the wounded Netherlands Major.

The Great Powers do not intend taking any separate action regarding Albania, but are discussing collective measures.

RUSSIA AND MONGOLIA.

BERLIN, April 6th.

The Russian Cabinet has published an Orange Book containing the diplomatic documents relating to the Convention between Russia and the Hutukh of Mongolia, made at Urga in 1913, and those dealing with the recognition thereof on the part of China, as laid down in the Peking Convention of 1913.

GERMAN AVIATION.

BERLIN, April 6th.

The Paris Press discusses Herr Hirth's aviation feat as a proof of the progress German aviation has made.

CHINESE BOY SCOUTS.

In addition to the two troops of Chinese Boy Scouts already established in Shanghai, a third troop, consisting of present of twenty-four scouts, divided into three patrols, has been formed in connection with the Preparatory Department of St. John's University. A commission as assistant-scoutmaster has been issued by the Council to Mr. J. Randall Norton, B.A., one of the professors of the University. The Secretary of the Association has received a letter from the Scoutmaster of a troop which has been formed among the scholars of the Kuangtung Academy, Canton. A request to be affiliated with the Association is one of the principal points in the letter, and a prompt reply offering affiliation has been sent. It is the object of the Association to encourage the establishment of troops in all parts of the country.

"BETSY" AT THE THEATRE.

We would draw attention to the forthcoming production of "Betsy" in the Theatre Royal on the 16th, 17th and 18th instant. Interest in the performance of this well-known and most amusing farce should be the greater owing to the fact that the company make their debut in Hongkong. The play is under the management of Colonel O'Hara, who has had considerable experience in amateur theatricals. It has been very well rehearsed, and the proceeds are to be equally divided between four popular and deserving institutions, and it is confidently hoped the production will be well supported.

The characters in the comedy will be taken by Colonel and Mrs. O'Hara, Major Crisp, Lieut. and Mrs. Cromie, Mrs. Fitzwilliams, Lieut. and Mrs. Thomas, Mrs. Moxon Browne, Lieut. Aston, Miss Baker Brown, and Mr. N. Gordon Walker.

Booking is now open at Moutrie's and intending patrons should lose no time in securing their seats.

HONGKONG TENNIS
TOURNAMENT.

Owing to the unsettled state of the weather there has been some delay in the playing off of games. The feature of the play up to the present has been the remarkably good work of S. E. Green, who is favourite for the final in the championship singles, where he will have to oppose H. A. Nisbet, the holder. Already Green has beaten A. N. Jossland, who won his way into last year's final. The position up to date is as follows:

CHAMPIONSHIP SINGLES.

Third Round.—J. B. Penman beat R. F. C. Master 4-4, 4-6, 6-0, 6-3. Major Samborne Palmer walk-over. S. E. Green beat A. N. Jossland 6-6, 6-2, 6-3. C. Willson beat A. H. Crook 6-3, 4-6, 6-2, 6-3.

SINGLES HANDICAP "A" CLASS.

Third Round.—T. H. King (rec. 15) walk-over. S. E. Green (owe 15/3) beat A. H. Crook (rec. 15) 6-2, 6-1.

SINGLES HANDICAP "B" CLASS.

Third Round.—Capt. Hattersly Smith (owe 15/3) beat G. Miskin (owe 3/6) 6-3, 6-1. C. C. Clarke (owe 2/6) beat J. R. Wood (owe 2/6) 4-6, 6-3, 6-4. D. E. Clarke (owe 3/6) beat H. G. Bagnall (owe 3/6) 6-3, 7-9, 6-1. S. E. Moore (owe 4/6) beat Capt. E. D. Matthews (scratch) 6-2, 3-6, 6-4.

DOUBLES HANDICAP.

Third Round.—L. N. Murphy and H. C. Sandford (rec. 5/6) beat Col. Dyer and Major Palmer (owe 3/6) 6-0, 6-3. A. N. Jossland and J. B. Penman (owe 30) beat E. Abraham and S. E. Green (owe 15/6) 6-4, 6-2. F. Maitland and H. A. Nisbet (owe 30) beat Dr. G. E. Aubrey and A. R. Linton (owe 3/6) 3-6, 6-0, 6-8.

PROFESSIONAL PAIRS.

Third Round.—Capt. H. S. Monteith and P. R. M. Collins beat E. P. H. Lang and R. A. Stokes 6-0, 6-1.

MIXED DOUBLES HANDICAP.

Second Round.—F. Maitland and Mrs. Giles (rec. 5/6) walk-over. J. B. Wood and Mrs. Turnbull (rec. 15) beat P. R. M. Collins and Miss Robertson 4-6, 6-3, 6-7.

"THE CRUCIFIXION."

We are asked to remind readers that a rendering of Stainer's "Crucifixion" will be given on Good Friday evening in St. John's Cathedral by an augmented choir of nearly 80 voices. This is a first rendering so far as the Cathedral is concerned, and, judging from the rehearsals, it will be well worth hearing. The work has been a very popular one during the last 35 years, as it makes a direct appeal by reason of its simplicity, its beauty, and its dramatic portrayal of the Passion and Death of our Lord.

The solos, which are limited to tenors and basses, are in the hands of capable singers, and the chorus is a powerful one. The production will commence at 9.15 p.m., being preceded by a short organ recital at 9 p.m. when the following pieces will be played:—"Soraph's Strain" (Wolstenholme); "Requiem Aeternam" (Harwood); and "Choral Prelude on the tune 'Rockingham'" (Parry), and will be followed by the singing of a hymn, during which a collection will be taken on behalf of the Cathedral Organ Fund. As on previous Good Friday evenings the congregations have been very large, it is advisable for those who intend being present on this occasion to take their seats early.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Messageries Maritimes \$35

A. M. 10

A SHANGHAI COLLISION.

CLAIM AGAINST P. AND O.
COMPANY.

At the Supreme Court, Shanghai, on 2nd inst., the action was commenced of K. Ichigaki, owner of the *Hokusei Maru*, v. the Peninsular and Oriental Steam Navigation Company, for damages arising out of the collision which took place on the Huangpu on March 9th between the *Hokusei Maru* and the *Oriental*.

Mr. W. A. C. Platt, for the defendant Company, mentioned that a counter-claim had been filed on behalf of the *Oriental*, but he understood that Mr. Douglas (for the plaintiff) had been instructed by his client that they could not consent to this Court taking cognizance of their counter-claim. In these circumstances he could not proceed in this Court.

The preliminary facts were then read. That of the plaintiff showed that the collision took place at 8.59 a.m. on March 9th, in the Astrakhan Channel, about 600 ft. below No. 5 Buoy. There was a light breeze from the north, the weather being cloudy. It was at the beginning of the flood tide, the force being about half-knot. When the other ship was first seen, the *Hokusei Maru* was making up river to No. 2 Buoy at a speed of seven knots. The measures taken to avoid a collision were that she kept her course and speed. The stem of the *Oriental* struck the starboard side of the *Hokusei Maru* about midships. The sound signals heard from the *Oriental* were detailed as follows:—One short blast, then about three minutes later another short blast, then a longer blast and then a short blast, there being an interval of about half a minute between the second and third and the third and fourth. The faults and defaults alleged against the defendant ship were:—(1) Proceeding at excessive speed; (2) Failing to keep a proper lookout; (3) Attempting to pass in Astrakhan Channel; (4) Failing to obey Art. 24 of the Regulations for Preventing Collisions at Sea. The preliminary act filed on behalf of the defendant gave the time of the collision at 7.02 a.m. The *Oriental* was proceeding up the Huangpu at a speed of ten knots when the other ship was first seen, her bearings being about two miles ahead. The measures taken to avoid a collision on the part of the *Oriental* were that the engines were put full speed astern about two minutes before the collision, and continued so until it took place. The signals which were given were that when opposite No. 4 Buoy in the Astrakhan Channel, the *Oriental* blew one long blast followed by a short one, and repeated such signal three times, and subsequently blew one short blast repeatedly. No sound signals were heard from the other vessel. The faults or defaults attributed to the other vessel were breaches of International Regulations Nos. 21, 23 and 29 for Preventing Collisions.

Mr. Douglas opened the case for the plaintiff, mentioning that the *Hokusei Maru* was on a voyage from Chinwangtao with a cargo of 1,800 tons of coal and 80 tons of bricks. At the time the draft of the *Hokusei Maru* was 11 ft. 11 in. forward and 18 ft. 5 in. aft. The scene of the river was a very considerable turn. At the time the *Hokusei Maru* saw a considerable distance ahead a river steamer, believed to be the *Nyankin*, coming down. About half-way between No. 4 and No. 5 Buoy he heard a short blast of the whistle from the *Oriental* behind him. At the time he heard that whistle he was not sure whether it was not a signal to the downcoming steamer, which was ahead of the *Oriental*, and of course it would be the proper signal that she was going to direct her course to starboard. He kept on his way, and he saw that as both ships were approaching him from opposite directions it was to be a pretty tight squeeze. The only thing he could do was to keep straight on. Counsel detailed the manoeuvres of the *Oriental*, and mentioned that just before the collision when the *Oriental* was close on them, they saw the first officer of the *Oriental* waving frantically and shouting to them to starboard. The Captain gave the order to starboard, but before the ship answered, the vessel struck. What exactly the *Oriental* was doing they could not tell, whether she was trying to cut in between them and the buoy, or trying to pass before the other steamer came down. Counsel pointed out that the downcoming steamer was not likely to make allowances for ship coming up behind to pass the *Hokusei Maru*. The *Oriental* was bound to keep out of their way to avoid a collision.

After some evidence had been called the case was adjourned.

MANILA POLICE CENSOR AND
PICTURE FILMS.

The Manila *Cablenews* of Saturday last says:—The action of the Chief of Police in holding that certain cinematograph films were of a kind not suitable for exhibition in the city of Manila has been upheld by the Municipal Board. These films were imported by a local firm for exhibition, but on their demonstration by the firm for the purpose of censorship they were immediately condemned as too profane in data regarding burglaries. The police feared that a study of the methods depicted in the films might help to instruct the light-fingered gentry of Manila in the art.

COMPANY MEETINGS.

NEW ENGINEERING AND SHIP-
BUILDING WORKS, LTD.

The annual general meeting of the New Engineering and Shipbuilding Works, Ltd., was held on the 1st inst. at the offices of Messrs. Arnold, Karberg & Co., Shanghai. Mr. H. E. Arnold presided, supported by Messrs. J. Blechynden, A. W. Burkill, and C. H. Arnold, directors, and the attendance represented 42,025 shares.

The Chairman said:—Gentlemen,—The report and accounts for the year ended December 31st, 1913, have been in your hands for some time. I will therefore take them as read. Since our last annual meeting 20,000 new shares have been issued at a premium of Tls. 5 per share, with the proceeds of which we have been able to repay our debenture issue—the premium on this issue is shown in the accounts. As you will see, the balance at the credit of profit and loss account including the premium on the new issue of Tls. 100,000, is Tls. 185,314.45, which your directors propose to deal with as follows:—

To pay a dividend of 16%..... 50,958.40
To transfer to reserve fund..... 100,000.00
To transfer to dividend..... 15,000.00
To write off for depreciation..... 10,000.00
To carry forward to new a/c..... 9,356.08

This result, I think, we have every reason to consider satisfactory, although it would have been still better but for the labour troubles and consequent congestion of traffic in England, resulting in considerable delays in our building contracts and subsequent loss of interest. This partly explains the very heavy item of Tls. 32,438.01 for interest shown in the profit and loss account; but this is further explained by the fact that we were unable to issue the new shares until the middle of the year; the debentures could, therefore, not be redeemed until the end of June, and the interest thereon for the first half of the year amounted to Tls. 9,000, which will, of course, henceforth be saved altogether. We shall, however, also in the future have to be prepared to pay out considerable amounts for interest, as we are compelled to work with a large overdraft at the Bank, in view of the fact that against assets of over Tls. 1,300,000 we have a capital of only Tls. 318,490. By placing the premium on the new issue to reserve fund, this fund will be brought up to Tls. 349,953, i.e., Tls. 25,000 more than your capital, but in spite of this, your directors recommend to transfer to dividend equalization fund Tls. 15,000; to write off for depreciation Tls. 10,000; and to carry forward to new account Tls. 9,356.08, in other words, whilst paying a good dividend still to accumulate as much funds as possible. Our works have been well supported all through the year, and we have practically had as much work in hand as we have been able to deal with, and we have docked no fewer than seventy-nine vessels in all. We had the following work in hand at the beginning of the year:—

1 steamer for the Ningpo trade
1 light-draft tug
1 tug and pilot boat
2 lighters
2 motor bulk-oil barges
2 steel pontoons
1 despatch launch
1 steam launch

and a number of contracts for machinery, structural work and shafting and gearing for cotton mills, etc. The dock and plant have been kept in good repair. A 50 h.p. electrical winch has been installed for the slipway, and two powerful hand cranes fitted in the smith's shop; sheds for carpenters and for storing and drying timber have been erected at the Vulean yard, as also a new motor-car shed, painted and a fireproof strong-room. The cooper's shop has been rebuilt; a new four-sided wood planer installed, as also three electrical counter-sinking machines, etc. The outlook for the future remains good, as we have a great deal of work in hand and are negotiating for various building contracts. Unfortunately, the political outlook has not yet cleared, and consequently confidence in this country has not yet been restored, but when once this takes place, the engineering trade is bound to benefit, and in the meantime we have plenty of work in hand so that we can afford to wait for the improvement to set in. If any shareholders should wish to ask any questions, I shall be pleased to answer the same.

There being no questions the Chairman moved the adoption of the report and accounts.

Mr. J. BLECHYNDEN seconded, and this was unanimously carried. It was proposed by the Chairman, and seconded by Mr. A. W. BURKILL, that a dividend of 80 centadars per share be paid for the year ended December 31st, 1913.

Mr. R. Scott proposed, and Mr. BOWNS seconded, that Mr. A. W. Burkill be re-elected a director of the Company.

It was proposed by Mr. C. H. Arnold, and seconded by Mr. J. STAMPE, that Messrs. G. H. and N. Thompson be re-elected auditors of the Company.

The meeting then terminated.

SHANGHAI GAS COMPANY.

FIFTY YEARS OF PROGRESS.

Speaking at the 50th annual meeting of the Shanghai Gas Company, the Chairman, Mr. E. Jenner Hogg, remarked:—“Regarding the history and progress of our own Company during the past fifty years, you will, I am sure, bear with me for a few minutes whilst I pass them briefly in review, as I think the matter is of some general interest to the public as well as to the shareholders. The first engineer of the Gas Company, Mr. W. Dere, and a staff of skilled workmen specially engaged in England, arrived in Shanghai on December 25th, 1863, and the erection of the first gas plant on the present site was begun in March of the following year. All that now remains of that plant is the tank of the first holder erected, which now serves for storage of gas. The rest of the old buildings and plant and machinery have completely disappeared, and have been replaced from time to time by the newest and most up-to-date plant procurable. The paid-up capital in 1864 was Tls. 122,400, to-day it is Tls. 1,200,000, and if the shareholders accept the appropriation of the profits to be proposed to-day, Tls. 2,451,986 will have been distributed in the form of dividends during the fifty years' working. In 1866, the first year in which the figures are recorded in the report, the total gas sold amounted to 5,318,000 cubic feet and our sales for 1913 amounted to 524,840,000 cubic feet. In 1866 there were 185 consumers and 63 public lamps, to-day there are 9,020 consumers and 606 public lamps, the extension of the latter having been very restricted in recent years in consequence of Municipal competition. During these fifty years the interests of our customers have been looked after as well as those of our shareholders, and that they have participated in the progress and prosperity of the Company is evidenced by the fact that whilst the first rate charged for gas was \$4.50 (at that time charged, 30/-) per 1,000 cubic feet, it has been reduced from time to time until to-day the charge for lighting gas in the International Settlement stands at \$1.50 per 1,000 cubic feet, or the equivalent of 2s. 10d. These few facts and figures will show you that during the past fifty years the Gas Company has continued to expand with the growth of the Settlements and has shared with the public the benefits of its prosperity, and I think you will agree with me that we may feel just pride in the fact that during the period of half a century our works have never been shut down, night or day, or the supply of gas to the public suspended.”

JAPANESE EXPORT OF CANTON
SILK.

SERIOUS COMPETITION.

An effort, it is said, has been made by Japanese to monopolise the silk business in Canton. The French Vice-Consul there reports that the Mitsui Bussan Kaisha has opened a house in Canton, and not content with the export of silk from South China to America, is preparing to establish its own silk-preparing house, with the usual Japanese processes, and is paying particular attention to the Kwangtung Peninsula. It is added that there are rumours of another large Japanese firm being about to follow in the footsteps of the Mitsui.

With the increase in the number of Japanese houses in Canton, and the favourable transport terms put at their disposal, there is every prospect of the Japanese offering serious competition in the silk-shipping movement to America. The number of Japanese steamers now running to America is large, and is rapidly increasing. Thus in 1911-12 of the total number of vessels carrying silk the Japanese owned 23.7 per cent., and in 1913 their proportion was 32.9 per cent. There are three transport companies at the disposal of the Japanese merchants, which are subsidised by the Japanese Government.—*Japan Gazette*.

ANOTHER ROUTE TO SIBERIA.

VIA THE KARA SEA.

“The opening up of the Northern Sea route to Siberia” was the subject of a lecture delivered by Mr. Jonas Lied to the London Chamber of Commerce recently. Mr. Lied, who is undertaking a trading voyage to the Yenisei and Obi rivers, via the Kara Sea, said that on the coming expedition he would take two steamers of 2,000 tons each, with a sea-plane which the Russian Government would provide for him. The wireless stations round the Kara Sea would be also at his disposal. Some idea of the vastness of the territory in need of development, he said, might be gained from the fact that the forests in the Yenisei watershed covered an area ten times as large as Great Britain. The Trans-Siberian Railway, the only present means of tapping this enormously rich country, was twice as long as the Canadian Pacific Railway. The chief exports available were hemp, flax, skins, tallow, horsehair, grain, hides, and timber.

Mr. D. J. Morgan, chairman of the Russian section of the expedition, said that many attempts had been made to reach Central Siberia by the Kara Sea route for purposes of trade, and the chief difficulty apart from the ice risks was to synchronize the arrival of the steamer with the arrival of the cargo at the waterside. The organization of last year's voyage was so complete that the steamer got to the Yenisei only six hours after the last of the cargo-lighters.

Baron de Heyking, Russian Consul-General, remarked that his Government was now fully alive to the possibilities of the Kara Sea route, and would probably send a fleet of observation and ice there to make an exact study of the ice movements and sea conditions. Aerial planes and wireless would also greatly assist observation. Central Siberia, apart from other developments, was destined to become one of the world's greatest sources of food supply.

DRINK IN RUSSIAN ARMY.

FAMOUS GENERAL'S VIEW.

The *Navya Vremya* considers M. Bark will have no great difficulty in getting the necessary revenue if the productivity of national labour and the productive power of the country generally are raised as required by the Emperor. At present the average annual income per head of the Russian people is not more than about sixty roubles (£8) and with this they manage to contribute to the State exchequer more than 3,000,000,000 roubles. They spend nearly 1,000,000,000 roubles on drink for the benefit of the Government Treasury, whilst the entire sum expended on education by the Government and local bodies combined is less than a third of that amount.

Illicit traffic in spirits and drinking on the streets, which, says Count Witte, distinguish the Russian town, including the capital, from all foreign cities, have frightfully increased.

A recent report by the Governor of St. Petersburg province described the alarming spread of drunkenness and hooliganism in the surrounding villages. Even school girls in some places are reported to have taken to drinking. The President of the State Council, in opening the discussion on the bill dealing with this evil, declared that they were all agreed that drunkenness was undermining the strength of the Russian people, physically and morally.

Some striking observations in this connection are made by General Kuropatkin, Commander-in-Chief in Manchuria in 1904, whose views on the present condition of the Russian army have just appeared in the *Zemskoye Denezhe*. Under the heading, “The Russian Budget and War,” General Kuropatkin refers to a remarkable statement by Count Witte in the Council of State to the effect that at the very beginning of the Russo-Japanese campaign the Ministry of Finance took to squeezing more money out of the spirit monopoly to meet the extra military expenses.

“Such an indecent and disgusting picture,” says the general, “as that presented by the transport of drunken recruits to the front was never before seen anywhere else in all history. When the military authorities asked to have the drink shops closed along the route followed by the troops, they received a categorical refusal. It was a ‘drunken mobilisation.’ War is a sacred business, not to be lightly undertaken with drunken songs and acclamations.”

INTIMATIONS

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SEND FOR FREE SAMPLE.

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Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognized unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

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HONGKONG.



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NEW ADVERTISEMENTS

MR. HENRIQUE CRUZ.

P.P.C. [523]

NOTICE.

DURING my Temporary Absence in Europe, Mr. CHAN WOON NAM will sign the Firm—H. CRUZ & Co., as per Power of Attorney given him, dated 2nd April, 1914.

H. CRUZ.
Hongkong, 8th April, 1914. [524]

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 10th, 11th and 13th instant.

Hongkong, 8th April, 1914. [525]

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave Kowloon for SHINGUN SHUI (PANGUNG GOLF LINKS) at 8.45 A.M. calling at TAIPO at 9.15 A.M. and arriving at SHINGUN SHUI at 9.27 A.M., on FRIDAY, SATURDAY and MONDAY, the 10th, 11th and 13th instant.

By Order,
H. P. WINSLOW, Manager.

ROYAL HONGKONG GOLF CLUB. FANLING.

COMPETITIONS will be held as under during the EASTER HOLIDAYS—TWO CUPS (presented) open to Handicaps 10 and under and 11 and over respectively. Conditions one Medal Round 18 Holes under Handicap on SUNDAY or MONDAY: round to be nominated before starting.

BY ORDER.
Hongkong, 8th April, 1914. [527]

NOTICE TO CONSIGNEES. FROM EUROPE.

THE H.A.L. Steamship

"BRISGAVIA," Captain Boldt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the lazaretto and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Piers Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatsoever.

This Steamer brings on Cargo:
Ex ss. "Shaholt" from Copenhagen.
Ex ss. "Norge" from Goteborg.
Ex ss. "Treleborg" from Abas.
Ex ss. "Jarl" from Abas.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 7th April 1914. [522]

WANTED.

WANTED for an Anglo-Chinese College, Canton, QUALIFIED SCHOOL-MASTERS.

Terms according to qualifications.
Apply—Care of "Daily Press" Office.
Hongkong, 7th April, 1914. [518]

WANTED.

A YOUNG EUROPEAN to take charge of a Branch. State Salary required. Apply to—

SECRETARY,
THE DAIRY FARM CO., LTD.
Hongkong, 4th April, 1914. [514]

NOTICE.

WE HAVE This Day admitted Mr. LENNOX GODFREY BIRD and Mr. GEORGE LEOPOLD WILSON as Partners in our Firm.

PALMER & TURNER.
Hongkong, 1st April, 1914. [498]

NOTICE.

WE HAVE This Day REMOVED our Offices to No. 4, DES VŒUX ROAD CENTRAL, Ground Floor.

VERNON & SMYTH,
Share and General Brokers.
Telephone No. 320.
Hongkong, 1st April, 1914. [504]

NOTICE.

THE OFFICE of REUTER'S TELEGRAM CO., LTD., has This Day been REMOVED to No. 4, DES VŒUX ROAD CENTRAL, Ground Floor.

F. SMYTH, Agent.
Hongkong, 1st April, 1914. [505]

ENTERTAINMENTS

THEATRE ROYAL.
COMMENCING
THURSDAY, FRIDAY AND SATURDAY,
APRIL 16TH, 17TH AND 18TH,
AT 9.15 P.M.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR and LADY MAY, H.E. Vice-Admiral Sir T. H. M. JENKIN, C.B., and Lady JERRAM, H.E. Major-General KELLY, C.B., and Mrs. KELLY, The Hon. Mr. CLAUDE SEVEN, Commodore and Mrs. ANSTUETTER.

"BETSY,"
A COMEDY IN 3 ACTS.

F. C. BURNAND,

IN AID OF

THE GARRISON LADIES' HELP SOCIETY.
THE HONGKONG BENEVOLENT ASSOCIATION.
THE SOLDIERS' AND SAILORS' HOME.
THE EUROPEAN Y.M.C.A.

PRICES: \$3, \$2 & \$1.
Soldiers and Sailors in uniform Half-Price to \$1 Seata.

BOOKING AT MOUTRIE'S.
Hongkong, 1st April, 1914. [501]

PUBLIC COMPANIES

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at NOON, on WEDNESDAY, the 15th April, to receive a Statement of Account to the 31st December, 1913, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st April to the 15th April, both days inclusive.

THE CHINA-BORNEO COMPANY, LTD.,
W. G. DARBY, General Manager.
Hongkong, 27th March, 1914. [476]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on FRIDAY, the 17th April, 1914, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1913, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 7th to 17th April, 1914, both days inclusive.

By Order of the Board,
C. H. P. HAY, Acting Secretary.
Hongkong, 2nd April, 1914. [511]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on FRIDAY, the 17th April, 1914, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1913, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 17th April, 1914, both days inclusive.

By Order of the Board,
C. H. P. HAY, Acting Secretary.
Hongkong, 2nd April, 1914. [512]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Building, Victoria, Hongkong, on TUESDAY, the 21st day of April, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 11th day of April, to TUESDAY, the 21st day of April, 1914, both days inclusive.

BY ORDER OF THE BOARD OF DIRECTORS.
Hongkong, 8th April, 1914. [521]

EXPORT BEERS OF QUALITY.

LARGE BREWERY, BERLIN, pays High Commission to Intermediaries.

Please reply under—
X. X. X. X.,
Care of "Daily Press" Office.
[537]

TO THE MEDICAL PROFESSION

MISS MORITA, CERTIFICATED MASSAGEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

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15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1538]

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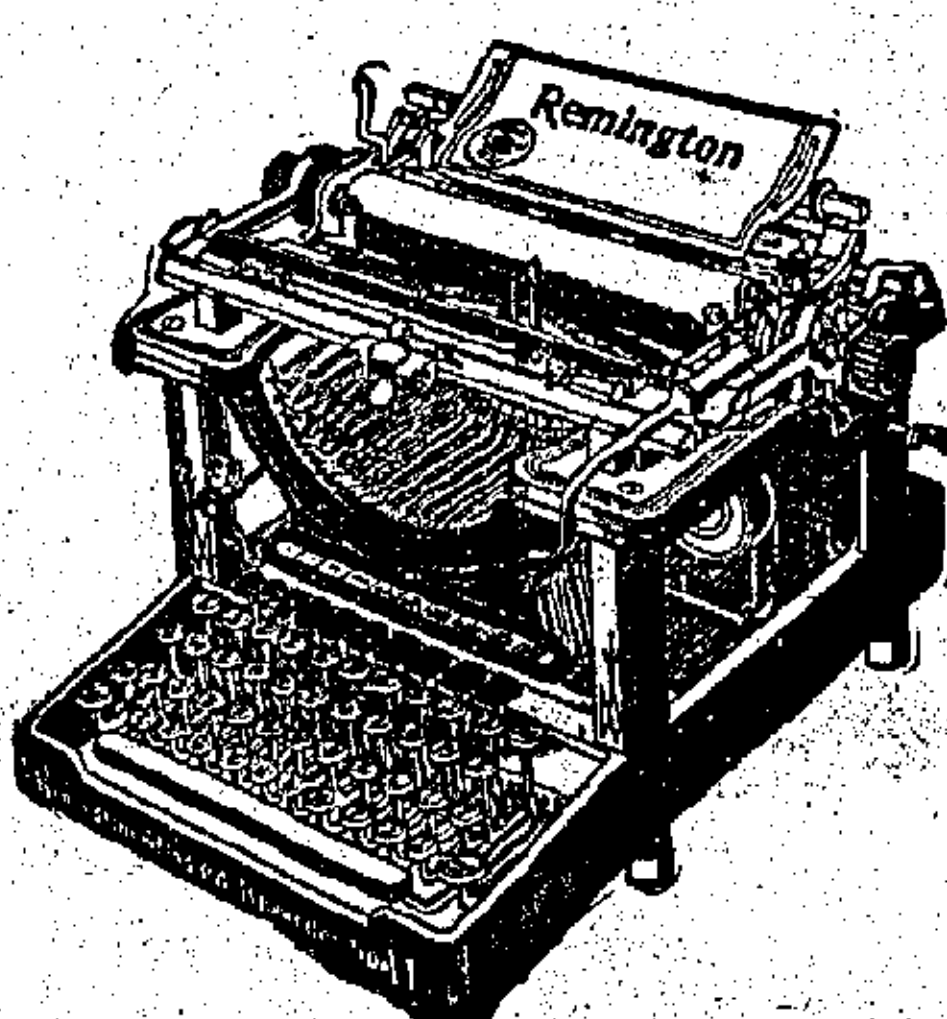
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SIEMSEN & CO., SOLE AGENTS for
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SIEMSEN & CO. [422]

SIEN TING.

SURGEON DENTIST.
No. 10, L'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 20th March, 1914. [442]

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DO YOU WANT THE BEST FOR YOUR TABLE?

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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at \$5.87 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 18th October, 1913. [1211]

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Incorporated by Royal Charter, 1853.
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CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 31st March, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed... Yen 10,000,000
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HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kinkiang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Manila, Taihu, Canton, Moji, Takao, Dairen, Nagasaki, Tientsin, Foochow, Newchwang, Hankow, Hongkong, New York, Yokohama, Kobe, San Francisco, etc.

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [1272]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 56, Bishopsgate, E.C.

BRANCHES:—
Bombay, Kobe, Shanghai, Calcutta, Manila, Singapore, Canton, Mexico, Swatow, Cebu, Panama, Taihu, Colon, Peking, Empire, San Francisco, Hongkong, Shanghai, Hankow, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000, equal \$1,480,000.

EVERY BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.
9, Queen's Road, Hongkong, 21st October, 1913. [104]

THE MERCHANTILE BANK OF INDIA, LIMITED.

Authorized Capital... \$1,500,000
Subscribed... " 1,125,000
Paid-up... " 582,500
Reserve Fund... " 465,000

BANKERS:
BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.
Hongkong, 14th July, 1913. [788]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital... \$15,000,000
Reserve Funds—
Sterling \$1,500,000 at 2/- \$15,000,000
Silver... " \$17,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LINDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODWELL, Esq., G. LEUNG, Esq., E. GOOT, Esq., J. A. PLUMMER, Esq., C. S. GUBBY, Esq., Hon. Mr. E. SHELLIM, P. H. HOLYAK, Esq., H. A. SIEBE, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—A. G. SEYMEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Accounts at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 6 months, 2 1/2 per cent. per annum
For 12 months, 3 per cent. per annum
For 18 months, 4 per cent. per annum

N. J. STABB, Chief Manager.
Hongkong, 16th March, 1914. [16]

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager.
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21]

TO LET

TO LET.

HOUSE, in OBSERVATORY VILLAS, Kowloon.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 17th March, 1914. [424]

TO LET.

NO. 14, ARBUTHNOT ROAD, Seven Large Rooms, three minutes from Town. Good View of Harbour. Immediate possession if desired.

For Full Particulars, apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha,
Hongkong, 3rd April, 1914. [510]

TO LET.

OFFICES in King's Building.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st April, 1914. [58]

TO LET.

OFFICES, ROOMS, and GODOWNS on Ground and Second Floor, No. 14, Des Vœux Road Central, the Premises now occupied by the South China Morning Post, Limited.

Can be divided up to suit Tenants' requirements.

Possession, 1st May, 1914.

"WILD DELL" FLATS, Wanchai Road, No. 4, Mosque Junction.

"THE NEUK," Five-Roomed Bungalow, No. 84, Garden and Tennis.

"HOMESTEAD," No. 45, PEAK. Immediate possession.

Apply to—
SANG KEE, Care of COMPADORE DEPARTMENT, HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 28th March, 1914. [477]

TO LET.

From 1st May, 1914.

NO. 104, THE PEAK, FURNISHED.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 7th February, 1914. [504]

TO LET.

From 1st May, 1914.

NO. 5, "AIMAI VILLAS," Austin Avenue, Kowloon.

Apply to—
PATELL & Co.,
79, Wyndham Street.
Hongkong, 2nd April, 1914. [507]

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

WINDSOR LODGE, Kimberley Road, Kowloon, 6 ROOMS and Tennis Court.

NO. 8, MINDEN VILLAS, from 1st April.

FLATS in Nathan Road and Humphreys Buildings, from 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 4th March, 1914. [527]

TO LET.

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—
STEPHENS & WILLSON.
Hongkong, 11th December, 1913. [57]

TO LET.

NO. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow) till 30th May, 1914. Fully furnished.

Cheap rent. To Let till 31st October, 1914, No. 64, THE PEAK, SEVEN ROOMS and Drying Room, furnished, including Electric Fans and Telephone.

No. 12, BEACONSFIELD ARCADE, Shop.

No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914.

No. 19, SHELLEY STREET.

No. 8, CAMERON VILLAS, No. 50, PEAK. To Let, furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon; Unfurnished.

FOR SALE.

"GLENSHIEL," 124, Barker Road. 5 ROOMS, close to Tram Station.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 10th March, 1914. [55]

GRACA & CO.

FREDER ST. (Hongkong Hotel Building). Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

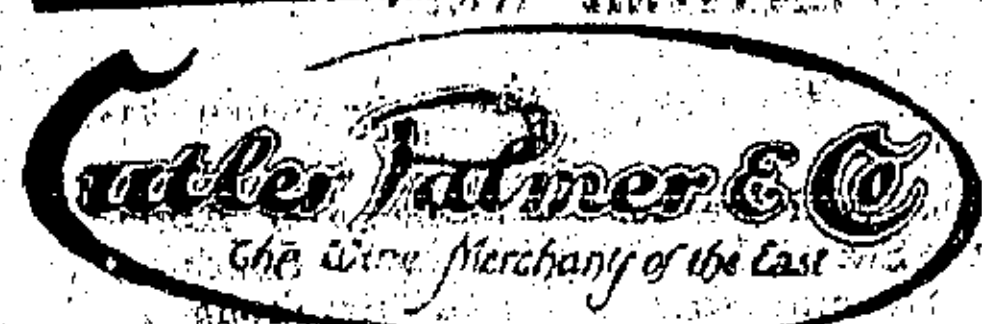
JUST RECEIVED: POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [503]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market). Telephone No. 515. [45]



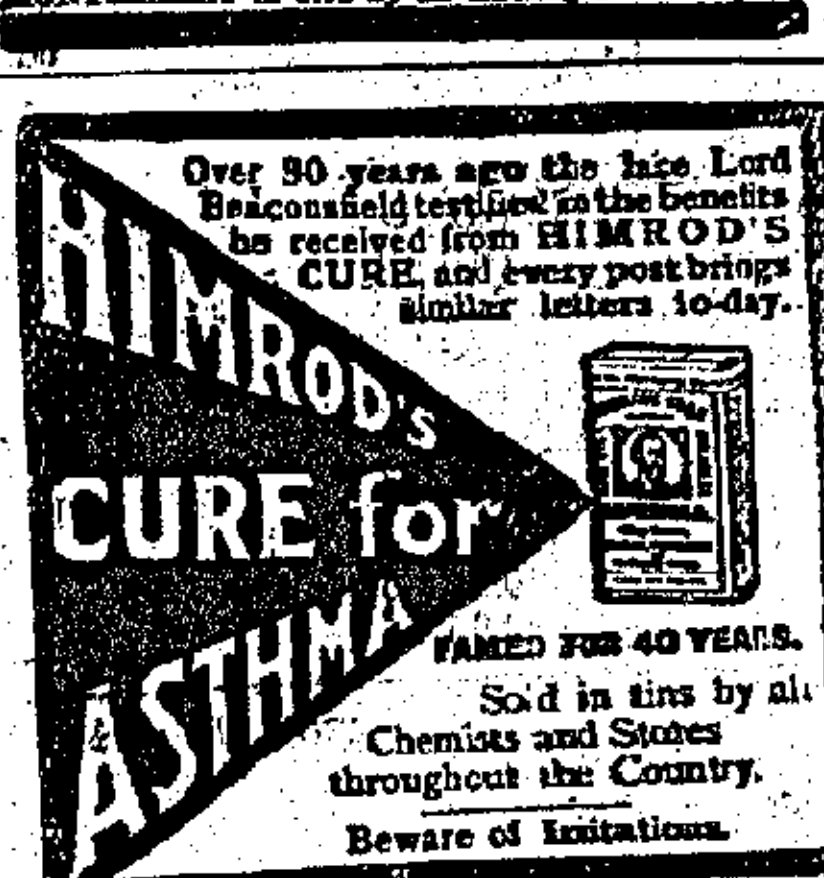
NAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



"Oh! I say!
It's Good!"
Cooling, refreshing and 'snappy'.
Montserrat LIME JUICE
is the ideal Summer beverage.

Large supplies have lately
been shipped from London.



APIOLINE
(CHAPOTEAUT)



LADIES' REMEDY
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

Prescribed by the highest French
Medical authorities and superior to
any other medicine for the treatment of
menstrual troubles and Pains.
CHAPOTEAUT, 8 rue Vivienne, Paris.
Sole agents in Hong Kong.

THE NEW FRENCH REMEDY.

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HOME AND CHINA AFFAIRS.

LONDON, March 4th.
THE TRADE OF CHINA.

The nearest approach to interest in the trade of China that I have come across lately in this country is in the announcement that the China Society will next Thursday have a lecture on "Silk" and the chair will be taken by Mr. Gordon Selfridge, who by the successful establishment of his great store in Oxford Street has done so much to rouse the retail trade of London to an all-round, up-to-date efficiency.

WU TING-FANG ON AMERICAN DINNERS.
Dr. Wu Ting-fang's article in *Harper's Magazine* this month has been much commented on in the papers on both sides of the Atlantic. It is entitled "American Dinners and American Manners," and though aimed directly at our Trans-Atlantic cousins there are many sly digs that equally apply to ourselves. It may be presumed. The chief difference indicated is the American determination not to waste time, and the Chinaman's conviction that there is time for everything. The comment is made, however, that the American dinner party is not merely a convenient way of obtaining sustenance. Dr. Wu thinks the provision of foods is excessive, though the dishes are comparatively few, there is no attempt to maintain pure air, and for some inexplicable reason "the sparkling champagne is never avoidable." He would abolish alcohol in order to improve conversation, for, regarding Westerners aloof, he does not share our illusion that sparkling wine produces brilliant conversation. His dinner companions cannot have been too entertaining, for he proposes that talkers should be engaged to interest the entire company, who could then enjoy their food in peace. "or the entertainment might be varied by the engagement of a good professional reciter to reproduce literary gems, comic or otherwise." Dr. Wu has hopes of gastronomy aiding diplomacy in the settlement of international disputes, for "eating has always been associated with friendship." He also thinks our Western dinner is inelastic, and contrasts the napper Chinese fashion by which several invitations may be accepted for one evening and the guests may look in to partake of one or two dishes-out of a score or two-at each of the houses. He adds: "Chinese method makes possible the cultivation of democratic friendships without violating aristocratic instincts, and for candidates at election times it would prove an agreeable method by which to make new friends." One Western scribe draws a good deal of fun out of this idea and suggests that the candidate for Parliament "might have the kippers herring and excuse himself from going on to the marmalade." But as manners count most of all, Dr. Wu bears tribute to the "warm-hearted, genial and sociable" Americans, but he seems to have run up against some hard examples of British manners, and so there is no sign of our inclusion in the eulogy.

HOLY WEEK AND EASTER SERVICES.

ST. JOHN'S CATHEDRAL.
Monday, Tuesday and Wednesday before Easter.—8 a.m. Holy Communion; 10.30 a.m. Matins; 5.30 p.m. Evensong and Address by the Lord Bishop on St. John xvi.

Thursday before Easter.—Holy Communion 8 a.m.; Matins 10.30 a.m.; Holy Communion 11 a.m.
Good Friday.—10 a.m. Litany and Ante Communion Service; 11 a.m. Matins and Sermon with Hymns; 2 p.m. Special Service; 5.30 p.m. Evensong and Sermon; 9.15 p.m. The Crucifixion.
Easter Even.—5.30 p.m. Evensong.
Easter Day.—7 a.m. Holy Communion; 8 a.m. Holy Communion with Music; 11 a.m. Matins and Sermon, Preacher: The Chaplain; 12 noon Holy Communion; 5.45 p.m. Evensong and Sermon, Preacher: The Lord Bishop.

Monday in Easter Week.—Holy Communion 8 a.m.
Tuesday in Easter Week.—Holy Communion 8 a.m.

PEAK CHURCH.
Easter Day.—Holy Communion at 7 a.m. and 8 a.m.

THE ROMAN CATHOLIC CATHEDRAL.
Commencing on Tuesday the "Retreat" for men was held and will conclude to-night (Wednesday).

During Wednesday and Friday, the "Tenebrae" services will take place each evening.

On Maundy Thursday morning, General Communion and Exposition of the Holy Sacrament the whole day and night for public adoration. During the Mass the ceremonies of the blessing of the Holy Oil will take place and the Bishop will perform the "Lava pedes" during the forenoon.

On Good Friday at Mass the unveiling of the "Lignum Crucis" will be performed by the Bishop, following the adoration of the Cross by the Clergy and the whole congregation. In the evening after the "Tenebrae," the exercise of "Via Crucis" when the "Stabat Mater" will be sung by the Choir and the various stations of the Passion of our Lord and the dolours of the Blessed Virgin will be preached by the Rev. Fr. P. Gabardi, Rector of the Cathedral.

On Saturday morning the blessings of the fount and fire will be performed, followed by a solemn High Mass by the Rector of the Cathedral, during which the Alleluia hymns will be intoned by the Celebrant and responded to by the full choir.

The Church will be rung when the "Gloria in excelsis" is intoned by the Celebrant at Mass, and flowers will be strewn inside the Church.

On Easter Day, a High Pontifical Mass will be officiated by His Lordship Bishop Posoni, assisted by the full body of clergy, at 8 o'clock in the morning, during which the Pope's Blessing will be imparted to the whole congregation. A solemn Benediction of the Blessed Sacrament and Litany of the Blessed Virgin will take place at 5.30 p.m.

WM. POWELL, LTD.

TELEPHONE 346.

CHINA AND GLASS DEPT.

"SILICON" CHINA
DARK BLUE AND GOLD BORDER.
COMPLETE RANGE OF EVERYTHING FOR THE
DINNER, TEA AND BREAKFAST
TABLE.
ODD PIECES SOLD.

PLAIN WHITE DINNERWARE
AND
WHITE AND GOLD CHINA TEAWARE
IN ANY QUANTITY TO SUIT THE PURCHASER.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENT
HIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK

Apply to F. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

Give them Bovril

Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.

NOTES AND NEWS.

PLOUGHBOY TO PARSON AND POET.
A singular record is that of Robert Atherton, who rose from a ploughboy to a parson, and who is now a poet selling his verses on the streets of Manchester. The particulars appear in the *Milgate Monthly*.

THE FIELD OF WATERLOO.
When the centenary of the battle of Waterloo is celebrated next year visitors to the famous field will, according to a writer in the *Glasgow Herald*, find that it has largely lost its rural appearance, as it has become a favourite site for the building of country villas.

THE KAISER'S OPERA HOUSE.
The Berlin Royal Opera House, which is to be rebuilt on a site facing the Reichstag, is the personal property of the Kaiser. The new building, it is said, will be the most magnificent opera house in the world, and certainly it ought to be, seeing that its estimated cost is put at £1,500,000.

PREMIERS AND ATHLETICS.
We have yet to see a Premier who has won great distinction in athletic sports, though many have done something in this way. Gladstone went in for riding, boating, and shooting in his youth and tree-felling in his old age. We hear of Chatham playing cricket, and Charles Fox loved most games of his period. Wellington and Palmerston were hunting men, and Palmerston shot a good deal. Lord Derby was a great sportsman, and Disraeli boasted having once shown the deer in the hunting field, while Mr. Balfour, with golf, tennis, and cycling, and Mr. Asquith as a golfer are also in the list.

AGE WHEN NOVELISTS BEGIN TO WRITE.
A writer in the *Daily Express* mentions that Scott, who was a poet before he was a novelist, published "Waverley" when he was forty-three. Fielding published "Joseph Andrews" when he was thirty-five. Dickens was famous with "Pickwick" when he was twenty-four. Thackeray began his career as a novelist when he was twenty-nine. Meredith's "The Shaving of Shagpat" was issued when he was twenty-seven. Mr. Hardy's first novel, "Desperate Remedies," was published when he was thirty-one. Mr. Hall Caine's "The Shadow of a Crime" appeared when he was thirty-two, and Mr. H. G. Wells' first book, "The Time Machine," was given to the world when he was twenty-nine. Luigi Cornaro wrote his first novel at seventy-three.

REPLANNING ATHENS.
Mr. Thomas H. Mawson, to whom has been entrusted a most interesting Commission—namely, to prepare designs for the complete replanning of the City of Athens, is a Lancashire man. He is in the first rank of his not exactly overworked profession, and beside being the author of two standard books, "The Art and Craft of Garden Making," and "Civic Art," he is the special Lecturer in Landscape Design at the University of Liverpool.

AN OPT-QUOTED APHORISM.
The little-known origin of a well-known saying, "A man is as old as he feels, a woman as old as she looks," has been put on record by the *Liverpool Daily Post*. The aphorism, it seems, is pure Liverpoolian, and legal at that. During the trial of a breach of promise case there arose some argument as to the desirability of a man of forty-nine marrying a girl of twenty. Whereupon the judge delivered the famous epigram.

"FINE ARROWS" AGAINST AIRSHIPS.
An interesting experiment was made from the Eiffel Tower by M. Guerre, an aviator, with "fine arrows" for use against airships. These arrows consist of a petrol reservoir through which a steel shaft passes. When the point strikes any hard substance the petrol bursts into flame. The arrow weighs about 2½ lb. and 100 of them can be carried in a case three feet long 16 inches broad, and two feet in depth. Two arrows were dropped on to a quantity of straw, which was in both cases set on fire immediately.

PASSED THE CANAL.

March 6th—Benelux, Brodvalle, Guernsey.
March 10th—Benelux, Den of Crombie.
March 13th—Glenturret, Japan, Montserrat, Egremont Castle, Ursula Rickmers.
March 17th—Brazilia, Calhau, Indrani, Kaga Maru, Nippon, Nyanza, Paul Leont.
March 20th—Agamemnon, Calchas, Errol, Sunda, Delta.
March 24th—Himalaya, Altmarr, Nor Jersey, Benmohr.
March 27th—Achilles, Bendoran, Balow, Cordillere, Iye Maru, Patricia.
March 31st—Atsuta Maru, Ellen Rickmers, Glenloch, Lennox, Nippon, Suruga, Alceus, O. J. D. Ahlers.
April 3rd—Lycanor, Nera, Norc, Pyrrhus, Glenfary, Novara.

QUALITY AND DURABILITY
MOUTRIE'S PIANOS

are **BACKED** by **GUARANTEE** for **FIVE YEARS.**
PRICES from **\$385.**
EASY TERMS CAN BE ARRANGED.

S. MOUTRIE & CO., LTD.

WESTMINSTER TOBACCO CO., LTD., LONDON.

GOLF BALLS
FREE.

On and after April 1st, Golf Balls will be exchanged only for empty tins and not, as previously, for salt trays or seals.

HOW TO OBTAIN A BALL.

In return for 5 empty Westminster tins of either Turkish "Specials" 50's, or "Aide-de-Camp" 50's, we will give, FOR A LIMITED TIME ONLY,

ONE GOLF BALL.

Which is Guaranteed by the Manufacturers to be of the Highest Quality. If preferred a NEAT LEATHER WALLET, containing a Golf Scorer, and also refills, will be given in exchange for the same number of Empty Tins.

PRICES:
WESTMINSTER "SPECIALS" TURKISH... \$1.25 PER 50'S TIN.

"AIDE-DE-CAMP" VIRGINIA 70 CTS. PER 50'S TIN.

Please return Empty Tins to—

WESTMINSTER TOBACCO COMPANY, LIMITED,

18, BANK BUILDINGS, HONGKONG.

Hongkong, 27th March, 1914.

DINNEFORD'S
The Physician's Cure for
Gout, Rheumatism, Gravel,
Scurvy and most Effective
Agent for Rheumatic Use.

MAGNESIA
The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Bilious Affections.

STURGEON BRAND
PRECIPITATED CHALK
All Grades, from lightest to very dense, to suit all needs.
CITRIC ACID, BICARBONATE OF POTASH, ROCHELLE,
SALTS, and PULV. SEIDLITZ.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY, on paper cover	\$0.90
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth cover	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by J. H. Halcombe	3.50	DOG AND GUN in New Territory	1.00
THE SUBJUG OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER, "A Book for the Globetrotter," by Capt. C. V. LLOYD: with Maps and Illustrations	1.25
THE HONGKONG TYPHOON, Sept. 1894, 1906, Illustrated Account	0.80	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	SIXTY YEARS' ANGLI-CHINESE CALENDAR, 1894 to 1923	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874	0.75
HONGKONG HANSAARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893—	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	CALLED OUT: or—the Chung Wang's Daughter, an "Anglo-Chinese Romance," by Chas. J. H. Halcombe	9.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	PLAN OF THE WEST RIVER	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" " VICTORIA	1.00
TRADE-MARK REGULATIONS IN CHINA	0.45	" " KOWLOON	0.75
		" " PEAK	0.75
		" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914	0.80 & 0.25

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Is the oldest and still immeasurably the best
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Established for over FIFTY YEARS
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Documents translated from or into Classical
or Colloquial Chinese.

LASSITUDE THROUGH HEAT.

HOW BEST TO OBVIATE ITS ILL-EFFECTS.

The higher the temperature and the greater the humidity, the more the individual suffers and the less is his capacity for work.

Sir Shirley Murphy explains the reason for this state of things in "Hygiene and Public Health." He writes that in hot climates "The digestive functions are lessened, the nervous system is depressed, the functions of restoration and blood-making and the power of forming new and healthy tissue are all decreased."

It is obvious, therefore, that if food is given which is easily digested, which increases the nervous force and makes abundant blood, the bad effects of the temperature and humidity will be overcome, and the body will return to its normal condition. When this happens, the indigestion, the loss of sleep, the easily-induced fatigue, the disinclination for bodily or mental exertion, which are all common at this time of the year and are symptoms of depressed nervous action, will disappear.

All these beneficial effects can be obtained by those who suffer from heat lassitude by means of Sanatogen, of which a distinguished physician writes in "The Medical Times": "Sanatogen easily holds the field against any dietetic preparation-I have ever tried."

THE BEST TONIC FROM INFANCY TO OLD AGE.

The practical results it produces in those who live under hot climatic conditions are strikingly shown in the following statement by Dr. Behring-Schwartz, who writes in the *Ceylon Independent*: "If any remedy should find the widest application in hot countries it is Sanatogen. There is no preparation which is as powerful to restore vitality; no better tonic is known, and none more suitable to convalescents from tropical diseases. It is equally effective in removing many of the weakening disorders in young children as it is effective in staying the decay of old age as far as is physiologically practicable."

The testimony of distinguished laymen to Sanatogen's recuperative power is remarkable. Sir H. Hesketh Bell, K.C.M.G., Governor and Commander-in-Chief of the Leeward Islands, writes: "For a man doing hard mental work in an enervating climate, there is, according to my experience, no better invigorator than Sanatogen."

The Hon. Mr. Justice Robertson, of the Chief Court, Lahore, India, writes: "My experience with Sanatogen has been very favourable. I took it for some weeks during the most trying season of the year—June, July and August—in Lahore, in the Punjab Plain, and found it a great strengthener."

STATEMENTS WHICH CONVINCE.

Such statements must convince those who are affected by the heat that Sanatogen can give them just the strength and vitality which they so much need in the present weather, and would find difficult, if not impossible, to obtain from anything else. It must also convince them that if they need a tonic they cannot do better than take Sanatogen. In doing this they follow the course adopted by some of the most distinguished physicians who have written articles in the leading medical journals extolling the results they have obtained with Sanatogen. In addition, over eighteen thousand physicians have written to the manufacturers to tell them of the splendid results they have obtained by its use.

If you wish to know more about Sanatogen, please write, mentioning this paper, to A. WILKING & Co., 6, Kiukiang Road, Shanghai, who will forward you a valuable booklet, entitled "The Art of Living," gratis and post free.

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

[111-S. 627]

LATEST STEAMER MOVEMENT.

The str. *Zafra* left Manila on the 6th April, at 11 p.m., and is due here on the 9th April, a.m.

HONGKONG TIDE TABLE.

From 7th to 13th April, 1914									
HIGH WATER					LOW WATER				
Days of Week	Days of Month	H'kong. Mean Time	Height		H'kong. Mean Time	Height			
Wed.	8	h. m.	7 56	ft. 0	h. m.	1 48	ft. 0		
			7 46	5 7		1 24	1 2		
Thurs.	9		8 18	5 6		2 23	1 2		
			8 41	5 6		2 15	1 1		
Fri.	10		8 46	6 1		2 55	1 1		
			9 18	6 6		3 28	2 0		
Satur.	11		9 30	6 1		3 54	2 0		
			9 51	7 0		3 58	2 0		
Sun.	12		11 26	5 5		4 44	2 4		
			10 26	7 3		4 24	2 3		
Mon.	13		10 26	7 3		5 35	2 8		
			10 27	4 8		6 31	3 7		
Tues.	14		11 1	7 2		6 31	1 0		

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 401

Pages, and includes a Sketch Map of

historical interest showing the disposi-

tion of the Forces at the battle of Kwellin,

is dedicated to Sir ROBERT HART,

G.O.M.G., and Dr. A. R. H. Social

Customs and Superintendents combined

with the insight it gives into political

conditions in China, makes "CHILDREN

OF FAR CATHAY" an excellent volume for

presentation to friends at home.

PRICE \$3.50

To be obtained from Messrs. KELLY &

WALSH, Ltd., Messrs. BREWER & Co., or

from the Printers and Publishers, the

"HONGKONG DAILY PRESS" Office.

RATS AND PLAGUE.

IMPORTANT DISCOVERIES IN TRANSMISSION.

THE CYCLES OF DISEASE.

Considerably more than eight millions of people have died of plague in India during the last 17 years, and most of these deaths are in excess of the normal mortality of the country. Moreover, since plague emerged from the uplands of a province in the far interior of China it has spread to every continent. An effective remedy for the disease is still to be sought, though a prophylactic has been devised which confers a moderate degree of immunity. When English investigators began the study of plague in real earnest they said they must find out its cause, before they sought for a cure. No one then knew how plague arose or how the infection was disseminated. In some mysterious fashion it was communicated to man from rats, but what was the intermediary between rat and man, and between man and man? Patient, specialised research, which has now extended over nearly ten years, found that the intermediary was the rat flea. The flea sucked the blood of an infected rat, became itself infected, and when it fed on another rat communicated the infection. Fleas desert a dead rat, and when no other rats are near will bite human beings. The rat flea was discovered to be the source of the pandemic of plague which has ravaged India.

Link by link the chain of evidence was established; but though the proof has long been conclusive enough, there was always one unexplained factor. It was easy to understand how the flea became infected. Fleas are like Mr. Wells's Martians, and require warm blood for their sustenance. When they suck infected blood into their stomach, the plague germs multiply enormously within them; but upon dissection the germs were never found anywhere save in the stomach and rectum. When, therefore, the flea became thirsty again and inserted its "pricker" and mandibles once more into rat or man, how did it infect its new host? That was the puzzle, and it has baffled the Indian Plague Research Commission and many other scientific workers all over the world for nearly a decade.

THE MIGHT OF THE THIRSTY FLEA.

The problem has now been solved by Mr. A. W. Bacot, entomologist of the Lister Institute, and Dr. C. J. Martin, F.R.S., director of the Institute, who, with an advisory committee, of which he is a member, has exercised general control over the work of the Commission. Many men study insects, but Mr. Bacot breeds them. For a long time he and Dr. Martin studied at the Lister Institute the mechanism of the transmission of plague by fleas. At length they noticed, with some surprise, that though certain plague-infected fleas sucked vigorously at the shaven abdomen of rats, no blood entered their stomachs. That discovery led to the solution of the mystery.

It was found that when plague germs enter the stomach of a flea they soon form solid jelly-like masses of bacterial culture. A flea, like many other insects, has at the opening of its stomach a wonderfully-contrived chamber called a proventriculus, a sort of valve covered with tooth-like cells, which closes during the process of digestion. What happens is that the jelly-like lumps of germs drift forward from the stomach into the chamber and fill it up completely. The valve is choked, and no food can pass into the stomach. The wretched flea gets thirsty and tries in vain to satisfy its cravings. It sucks and sucks, but only succeeds, in distending with blood what for simplicity we may call a bullet. The way to the stomach is blocked. The flea's frantic efforts drive some of the plague germs forward from the valve-chamber into the gutlet. When it relaxes, some of the blood it has sucked surges back by recoil from its gutlet into the puncture made in the man or the rat; but the blood has become infected, and on its return carries plague germs with it. Such is the simple explanation of the process which has perplexed experts for so long; but it has required a vast amount of minute investigation to prove it beyond doubt.

WHY HEAT DIMINISHES PLAGUE.

The theory of regurgitation, which was first speculatively advanced long ago, is, in fact, the true one. Its final discovery clears up several other doubtful points. Thus it was believed that a plague-infected flea underwent a cleansing process after a certain number of days, and if it did not again bite an infected rat, became free of plague germs. It is now found that the belief is only partly correct. The flea does after a time dispose of its lumps of bacterial culture by autolysis and the way to its stomach may possibly become cleared; but the process of obstruction is liable to recur, and on the whole a flea once infected has very little prospect of future happiness. In a cool, damp atmosphere it may live a long time; but heat soon kills a starving flea with its gutlet plugged up. Deprived of fresh food, the insect quickly shrivels in a hot dry climate. Thus it is believed, we know at last exactly why in Northern and Central India plague epidemics abruptly cease when the hot weather begins.

How, then, does it reappear again next cold weather? There is much still to learn on that point, but the probability is that it lingers during the hot months among rats and fleas below ground. The fleas are fewer; the rat mortality is much smaller and not visible above ground; but when favourable conditions recur plague may blaze up again, and in due course the thirty infective fleas bite human beings as the rats die off. An epidemic among rats invariably precedes, occasionally by weeks, an epidemic among human beings.

A NEW RACE OF RESISTANT RATS.

Is there any possibility that within a measurable period India may be freed once more from plague? All that can be said is that the outlook grows more favourable. The total annual mortality is diminishing. The Research Commission, which works in India as well as in this country, has of late noted certain encouraging instances. For instance, it has discovered that India is now probably producing a breed of rats highly resistant

to plague. Take 100 rats from Bombay City, where plague has long been rife, and inoculate them with plague; it will now take 20 to 30 days to die. A similar experiment with 100 rats from Madras, where plague has never really penetrated, will produce a mortality of 7 per cent. The explanation is, not that the latest generation of Bombay rats has inherited some sort of transmitted immunity, but that successive epidemics have killed off all but the rats least susceptible to plague. The survivors have bred a race less susceptible to infection. Possibly in course of time plague may thus die out in India. Throughout recorded history plague has at times mysteriously spread across continents and then almost vanished. New races of resistant rats cannot wholly explain its variations. Perhaps the plague bacillus undergoes processes of evolution and change, which sometimes produce greater virulence and sometimes enfeeblement. Compare the millions of years required to evolve changes in man with the infinitely shorter period necessary for a cycle of evolution in unthinkable myriads of bacilli whose span of life can be counted in minutes. We cannot tell whether this change depends on fresh developments in nature, but we can take comfort from the fact that, while it continues unable to effect a fresh lodgment in the West, science is at last laying bare its secrets. — *The Times*.

SHIPPING IN PORT.

STEAMERS.

ALBANA, British str., 2,480, Wm. Dunbar, 5th April—Chingwataq 29th March, Coal—Doddwell & Co.
AMAZON, French str., 3,957, Costa, 6th April—Yokohama 28th March, General—Messageries Maritimes.
ARROW, British str., 3,321, S. L. Saxby, 6th April—Shanghai 2nd April, General—Doddwell & Co.
BOLTON, Norwegian str., 857, H. Dous, 4th April—Bangkok 21st March, Rice—Order.
BORNEO, German str., 1,348, J. Kochler, 1st April—Sundakan 27th March, General—Melchers & Co.
BOUEN MARU, Japanese str., 1,907, B. 110, 5th April—Moji 30th March, Coal—Mitsui Bussan Kaisha.
CHINGOW, British str., 1,190, Doyle, 30th March—Kwang Yen 27th March, Cement Stone—Shewan, Tomes & Co.
CHONGYANG, British str., 1,424, M. Courtney, 2nd April—Swatow 1st April, General—Jardine, Matheson & Co.
DAISEN MARU, Japanese str., 3,444, Nakagawa, 5th April—Moji 29th March, Coal—Mitsui Bussan Kaisha.
DEVANWONGSE, Brit. str., 1,047, C.W. Shearer, 3rd April—Saigon 21st March, Rice—A. Bune & Co.
EASTERN, British str., 4,000, F. Carter, 6th April—Kobe 1st April, General—Gibb, Livingston & Co.
ESANG, British str., 1,127, W. P. Baker, 6th April—Shanghai 2nd April, General—Jardine, Matheson & Co.
HAIYAN, British str., 1,600, J. S. Roach, 6th April—Swatow 5th April, General—Douglas Lapaik & Co.
HUE, French str., 739, Cornelissen, 6th April—Haiphong 4th April, General—A. R. Marty & Co.
KAIJO MARU, Japanese str., Y. Yamamoto, 5th April—Swatow 4th April, General—Osaka Shosen Kaisha.
KAMO MARU, Japanese str., 5,284, Y. Kawan, 6th April—Shanghai 3rd April, General—Nippon Yusen Kaisha.
KUMANG, British str., 2,077, F. Wheeler, 6th April—Singapore 31st March, General—Jardine, Matheson & Co.
LOOKSUN, German str., 1,020, Goerlich, 5th April—Bangkok 29th March, Rice—Butterfield & Swire.
LOVAT, British str., 3,301, R. Glegg, 4th April—Calcutta 20th March, General—Jardine, Matheson & Co.
LUCHOW, British str., 1,221, Meathrel, 6th April—Shanghai 2nd April, General—Butterfield & Swire.
LYEEMOON, German str., 1,238, G. Abshagen, 4th April—Saigon 31st March, Rice—Chinese.
MONGOLIA, American str., 8,750, Emery, 6th April—San Francisco 5th March, Mails and General—Pacific Mail S.S. Co.
MONTAGUE, British str., 3,353, A. J. Bailey, 20th March—Vancouver 19th February, General—Canadian Pacific Railway Co.
NIKKO MARU, Japanese str., 3,447, K. Takeda, 6th April—Manila 4th April, General—Nippon Yusen Kaisha.
PAKAT, German str., 1,013, J. Wenzel, 3rd April—Bangkok and Swatow 24th March, Rice—Butterfield & Swire.
PANAY, American str., 473, M. Matiner, 4th April—Manila 31st March, General—Chinese.
PITSANULOK, German str., 1,233, Tanbert, 5th April—Bangkok 29th March, Rice—Butterfield & Swire.
SERVO MARU, Japanese str., 4,855, H. Nagano, 1st April—Moji 27th March, Coal and General—Toyo Kisen Kaisha.
STANDARD, Norwegian str., H. N. Mull, 2nd April—Saigon 29th March, Rice—Thorstein & Co.
SUNGKIAN, British str., 1,400, J. Robinson, 4th April—Pakhoi 3rd April, General—Butterfield & Swire.
TANGU MARU, Japanese str., 4,634, S. Sekine, 6th April—Nagasaki 2nd April, Oil—Nippon Yusen Kaisha.
TELEMACHUS, British str., 1,350, Fraser, 6th April—Saigon 2nd April, Rice—Chinese.
TIENTSIN, British str., 1,138, McGarity, 2nd April—Tientsin 29th March, General—Butterfield & Swire.
TUMAH, Dutch str., 2,770, J. Outhinip, 4th April—Measur 27th March, Sugar—Java-China-Japan Line.
TUPANUS, Dutch str., 2,008, A. Oldenburger, 3rd April—Amoy 1st April, General—Java-China-Japan Line.
TRIUMPH, German str., 769, Langschwager, 3rd April—Howah 2nd April, General—Jensen & Co.
WINAMAC, British str., 3,066, MacDonald, 4th April—San Francisco, Bulk Oil—Standard Oil Co.
YATUNGA, British str., 1,494, H. S. Anderson, 3rd April—Moji 29th March, General—Jardine, Matheson & Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

P.M. S.S. "MONGOLIA,"
FROM SAN FRANCISCO, JAPAN PORTS
AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from the Co.'s Godowns at West Point. Cargo will be landed immediately at Consignees' risk and expense. Cargo remaining undelivered TUESDAY, 7th inst., at Noon, will be landed at Consignees' risk and expense.

On Cargo remaining undelivered MONDAY, 13th inst., at Noon, in addition to landing charges storage charges will be collected. No Fire Insurance whatever will be effected. All claims and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 11th inst., at 10 A.M.
No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 6th May, otherwise they will not be recognized.
R. C. MOULTON,
Agent.
Hongkong, 6th April, 1914. [32]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"DEN OF RUTHVEN."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th inst. at 5 P.M. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 6th April, 1914. [49]

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prins Waldemar* left Sydney on the 4th April, at 8 p.m., and may be expected here on or about the 27th April.

THE ENGLISH MAIL.
The P. & O. str. *Delft* left Singapore for this port on the 5th April, at 9 a.m., with the outward English mails, and is due here on the 9th April, at about 4 p.m.

THE GERMAN MAIL.
The I.G.M. str. *Ballou*, carrying the German mails, with dates from Berlin of the 18th March, left Colombo on the 5th April, a.m., and may be expected here on or about the 16th April.

MERCHANT STEAMERS.

The N.Y.K. str. *Kaga Maru* (European Line) left Colombo for this port, via Singapore on the 28th March, and is expected here on the 8th April.

The str. *Lothian* left Singapore on the 2nd April, and is due to arrive here on the 8th April.

The Ben Line str. *Benavon*, from Antwerp, Middlesbrough and London, left Singapore for this port on the 2nd April, and may be expected to arrive here on or about 8th April.

The P. & O. chartered str. *St. Leonards* from Bombay is expected to arrive here on or about 11th April.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 12th March, and is expected to arrive here on or about the 19th April.

The N.Y.K. str. *Sanuki Maru* (Calcutta Line) left Calcutta for this port via ports on the 24th March, and is expected here on the 12th April.

The East Asiatic Co., Ltd.'s str. *Cathay* left Port Said on the 17th March, and may be expected here on or about the 14th April.

The str. *Dilwara* left Calcutta on the 1st April, and may be expected here on or about the 19th April.

The N.Y.K. str. *Atsuta Maru* (European Line) left Marseilles for this port via ports on the 21st March, and is expected here on the 21st April.

The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port via ports on the 24th March, and is expected here on the 24th April.

The str. *Glenhurst* passed the Suez Canal on the 13th March, for Hongkong via Straits.

The A.A.S. Co.'s str. *Indrani* passed the Suez Canal on the 17th March for Hongkong direct.

The N.Y.K. str. *Hitchi Maru* (European Line) left London for this port via ports on the 28th March, and is expected here on the 6th May.

The Mogul Line str. *Montrose* left United Kingdom via Straits on the 23rd March, and is expected to arrive here on or about the 7th May.

The str. *Glenloch* passed the Suez Canal on the 31st March, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Suway, from Calcutta, is due in Hongkong 18th April.
Hwang, from Sandakan, is due in Hongkong 6th April.
Kwonggang, from Shanghai, is due in Hongkong 9th April.
Poohing, from Bangkok, is due in Hongkong 11th April.

SHIRE LINE, LIMITED.
Merionethshire, from Vancouver, is due in Hongkong 8th April.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Muttra, from Singapore, is due in Hongkong 11th April.

NOTICES TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th April, at 9.30 A.M.
All Claims must reach us before the 15th April, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MEICHERS & Co., General Agents.

Hongkong, 1st April, 1914. [3]

NORDDEUTSCHER LLOYD, BREMEN FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SIGMABINGEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.
All Claims must reach us before the 17th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MEICHERS & Co., General Agents.

Hongkong, 3rd April, 1914. [516]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.
All Claims must reach us before the 17th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

MEICHERS & Co., General Agents.

Hongkong, 3rd April, 1914. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S.N. Co.'s Steamer

"NAMUE."

Arrived Hongkong on 4th April, 1914.

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignee will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

No Fire Insurance will be effected.

Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Kowloon Wharf. 3. From Kowloon Wharf to East Point. 4. From East Point to East Point.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSEM, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA," Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 11th April, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co's s.s. "MORONIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed by Bombay in the s.s. "ARCADIA," and is due in London on the 20th May, 1914.

Passengers will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 30th March, 1914. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "KAREMA," On or about 16th April.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 18th March, 1914. [429]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"GLENLOGAN" (Capt. Jas. McGregor),

This Steamer will be despatched for the above

Ports on TUESDAY, 21st April.

Shoal Passage, Hongkong to London

For freight or passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th April, 1914. [192]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON, NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE,"

Captain Whalley, will be despatched as above

on SATURDAY, the 20th April.

For Freight and passage, apply to

ARNOLD, KARBURG & Co., General Agents.

Hongkong, 25th March, 1914. [466]

THE DOLLAR STEAMSHIP CO.

PROPOSED SAILINGS.

FOR SAN FRANCISCO AND SAN PEDRO.

S.S. "M. S. DOLLAR," On 28th April.

Connection made with Salt Lake Railway at

San Pedro for OVERLAND points.

For rates, space and further particulars

apply to THE ROBERT DOLLAR Co.,

V. M. SMITH, Manager.

Telephone 782, 3, Queen's Building,

Hongkong, 26th March, 1914. [397]

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL

(With Liberty to Call at Malabar Coast).

THE Steamship

"INDRA,"

Captain Jones, will be despatched for New

York via Suez on or about MONDAY, 5th May.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub. Ex. 9,

Hongkong, 4th April, 1914. [151]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

STAMENES TO SAIL

Kobe and MOI

* SHANGHAI & Tientsin via Suez

* SINGAPORE, PENANG & CALCUTTA

* YOKOHAMA, Kobe and MOI

* MANILA

* SHANGHAI

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CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
Steamers	Hong-kong	Sh'hai Woosang	Naga- saki	Kobe	Yoko- hama	Vanco- ver	St. John N.B.	Liver- pool	Liver- pool	St. John, N.B.	Steamers	Vanco- ver	Yoko- hama	Kobe	Naga- saki	Sh'hai Woosang	Hong- kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
MONTEAGLE	Wednes- 8 A pril.	11 Apr.	Moji 13 April	15 April.	18 April.	2 May.	—	—	21 Mar.	27 Mar.	EMPRESS OF JAPAN	2 Apr.	16 Apr.	17 Apr.	19 Apr.	21 Apr.	24 Apr.
EMPRESS OF ASIA	Thurs. 16 Apr.	19 Apr.	N'aki 20 Apr.	22 Apr.	24 Apr.	5 May.	9 May.	15 May.	4 Apr.	10 Apr.	EMPRESS OF RUSSIA	16 Apr.	27 Apr.	23 Apr.	30 Apr.	2 May.	5 May.
EMPRESS OF JAPAN	Thurs. 30 Apr.	3 May.	5 May.	7 May.	9 May.	21 May.	28 May.	4 June.	18 Apr.	24 Apr.	EMPRESS OF INDIA	30 Apr.	14 May.	15 May.	17 May.	19 May.	22 May.
EMPRESS OF RUSSIA	Wednes- 13 May	16 May	17 May	19 May	21 May	30 May	—	—	2 May	9 May	EMPRESS OF ASIA	14 May.	25 May.	26 May	28 May.	30 May	2 June.
EMPRESS OF	Thurs. 23 May	31 May	2 June	4 June	6 June	18 June	—	—	—	—	MONTEAGLE	20 May	5 June	8 June	10 June	13 June	16 June

PASSAGE RATES—HONGKONG TO LONDON. VIA ST. JOHN, N.B. VIA NEW YORK.

Steamers	Meals and Sleeping	Car Berth across	Canada 2nd additional
EMPERESS OF RUSSIA	\$71.10	\$71.10	
EMPERESS OF ASIA	\$65	\$65	
EMPERESS OF INDIA	\$65	\$65	
EMPERESS OF JAPAN	\$43	\$43	
MONTEAGLE	\$43	\$43	

Hour of Departure.—All Steamers sail from Hongkong at Noon. Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Togo Kisen KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 15,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes: Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

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SHIPPING

ARRIVALS.

ALDENHAM, British str., 2,410, G. L. Smith, 7th April—Melbourne 4th March, General—Gibb, Livingston & Co.
BRISGAVIA, German str., 4,155, G. Boldt, 7th April—Singapore 31st March, General—Hamburg-Amerika Linie.
DAN OR RUTHVEN, British str., 3,116, 6th April—London 14th February, General—Jardine, Matheson & Co.
EMPEROR OF ASIA, British str., 10,908, S. Robertson, 7th April—Shanghai 5th April, Mails and General—Canadian Pacific Railway Co.
HAIMUN, British str., 641, J. W. Evans, 7th April—Swatow 6th April, General—Jouglas Lapraik & Co.
HOKUTO MARU, Japanese str., 2,945, 6th April—Sourabaya 26th March, Sugar—Doddwell & Co.
LOONGSANG, British str., 1,093, W. G. G. Leask, 7th April—Manila 4th April, Sugar and Tobacco—Jardine, Matheson & Co.
SENTRA, German str., 992, N. Jensen, 6th April—Swatow 5th April, Rice—Chinese.
TAIGONIA, Dutch str., 1,070, Groendyke, 6th April—Singapore 31st March, Bulk Oil—Asiatic Petroleum Co.
UNCAS, British str., 870, Stewart, 6th April—Shanghai 2nd April, Bulk Oil—Standard Oil Co.

DEPARTURES.

April 7th.

AWA MARU, Japanese str., for Seattle.
CHUYEN, Chinese str., for Canton.
KAWACHI MARU, Jap. str. for Bombay.
LUCHOW, British str., for Canton.
UCKERMARK, German str. for Yokohama.
Wuhu, British str., for Haiphong.

SHIPPING REPORT.

The British str. *Loongsang* reports: Strong to moderate N. to N.E.

PASSENGERS.

ARRIVED.

Per *Loongsang*, from Manila, Messrs. Wright and Rhodes.
Per *Aldenham*, from Melbourne, etc., Mr. W. J. T. Clarke, Misses V. and N. Clarke, Mr. and Mrs. H. Broadbent, Mr. and Mrs. H. M. Taylor, Mr. and Mrs. T. C. Williamson and maid, Mr. J. E. Gibson, Mr. A. E. Cocks, Mr. M. Cars, Mr. and Mrs. F. A. Sullivan, Mrs. Longworth and maid, Mrs. H. B. Balcombe, Miss N. Hutton, Mr. G. H. Hall, Mr. A. H. Watts, Mr. and Mrs. R. Carter.

TO DEPART.

Per *Tango Maru*, for Australia, etc., Mr. and Mrs. Cameron, Mr. and Mrs. J. W. Watt, Miss Mary Kelly, Miss Augustin, Mr. J. T. Marshall, Mr. J. White, Mr. F. M. Brunsde, Miss E. Carter, Mr. J. J. Connell, Mr. and Mrs. H. P. Winslow, child and nurse, Mrs. T. Kawase, Capt. and Mrs. Winckler and 2 children, Mr. F. Tallo, Mr. W. Borboro, Mr. Mayechi and Mrs. Yu Hashikawa.

Per *Kano Maru*, for London, etc., Mrs. A. M. Summerville, Miss Fleming, Mr. Yoshida, Mr. and Mrs. Brandt and 2 children, Mrs. Elly and child, Mr. S. Ward, Master Ward, Mrs. M. Gotah, Mrs. K. Ishiyama, Mr. Negazawa, Mr. C. Onodera, Mr. Odawara, Mrs. Rhodes and infant, Miss Hance, Mr. Bridger, Mr. H. E. Riege, Mr. and Mrs. S. Smith, 2 children and nurse, Mr. and Mrs. J. R. Hance and 2 children, Mr. L. C. Whitefield, Mr. T. C. Hart, Miss Y. Sato, Viscount J. Ito, Countess Ito, Mr. and Mrs. A. Seth, Mr. and Mrs. R. Harris and 2 children, Mr. S. E. Giles and 3 children, Mrs. Wright, Mrs. Patterson and infant, Mr. and Mrs. Fleming, Miss Barrett, Mrs. Boothby and infant, Mr. T. Rowan, Mr. J. Kanki, Mr. Loan, Mr. H. Cruz, Mr. Oh. Monchet, Miss Monchet, Mrs. K. Hirahara, Mr. and Mrs. J. Kung, Mrs. S. Imuro, Mrs. K. Yoshinari, Capt. P. A. Allen, Messrs. Daglish, M. Togo, T. Hagiwara, T. Henbury, K. Shibata, L. Dempster, J. Lambert, B. S. Jakh, T. Hagio, K. Yanagida and H. Terai.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

STAMENES TO SAIL

Kobe and MOI

* SHANGHAI & Tientsin via Suez

* SINGAPORE, PENANG & CALCUTTA

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG AND RANGCUN.

EASTWARD

The S.S. "MUTTA," 4,844 tons gross, Captain H. Gray, will be despatched

for YOKOHAMA, KOBÉ and MOI on 15th April, at Daylight, taking Cargo

and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS

Telephone No. 215.

Hongkong, 7th April, 1914.

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THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

STAMENES DATE OF DEPARTURE

LONDON & ANTWERP "MERIONETHSHIRE" On 15th April.

LONDON, ROTTERDAM & ANTWERP "CARDIGANSHIRE" On 19th May.

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA

& PORTLAND "DEN OF RUTHVEN" On 2nd April.

VICTORIA, VANCOUVER, SEATTLE, TACOMA

& PORTLAND "GLENLOCH" On 2nd May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA

& PORTLAND "CARNARVONSHIRE" On 23rd May.

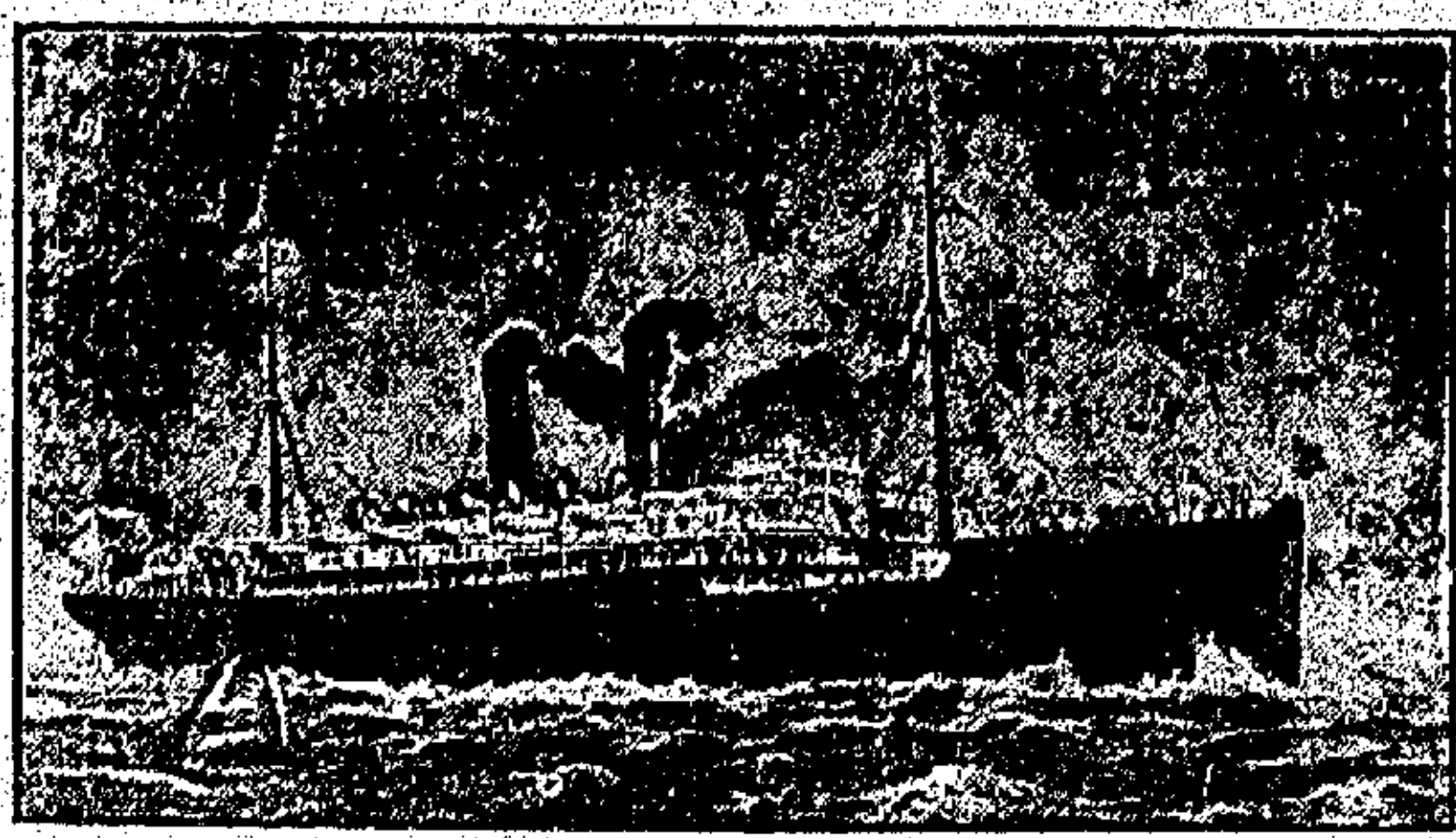
For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Telephone No. 215 Sub Ex. No.

Hongkong, 6th April 1914 [40]

PACIFIC MAILSTEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific), Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. COUSINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
MONGOLIA	27,000	SATURDAY, 11th Apr., at 1 p.m.
PERSIA	9,000	TUESDAY, 28th Apr., at Noon.
KOREA	18,000	SATURDAY, 9th May, at 1 p.m.
SIBERIA	18,000	TUESDAY, 19th May, at 1 p.m.
CHINA	10,000	WEDNESDAY, 27th May, at Noon.
MANCHURIA	27,000	SATURDAY, 6th June, at 1 p.m.
NILE	11,000	TUESDAY, 16th June, at Noon.

S.S. "CHINA," "PERSIA," "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	From MANILA	Due Hongkong
28th Apr. ... PERSIA	30th Apr.	17th Apr.	PERSIA	19th Apr.
27th May ... CHINA	18th May	30th Apr.	KOREA	2nd May
16th June ... NILE	13th June	5th May	SIBERIA	7th May
11th July ... PERSIA	13th July	16th May	CHINA	18th May

FOR FREIGHT OR PASSAGE, APPLY TO—**R. C. MORTON, AGENT.**King's Building (opposite Blake Pier). Telephone No. 141.
Panama-Pacific International Exposition—San Francisco—1915.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG:	Connecting with "GUJARAT"	From COLOMBO:
29th April	17th May	17th May

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, according to the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong:	"SALAMIS"	25th July.
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First Class Accommodation for Passengers.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.**OSAKA SHOSHEN KAISHA.**REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).**TRANS-PACIFIC LINE.**IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.**FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.**

Steamer	Captain	Leaving
"CHICAGO MARU"	L. Goto	THURSDAY, 16th April, at Noon.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 24th April, at Noon.
"TACOMA MARU"	T. Hama	THURSDAY, 16th May, at Noon.
"PANAMA MARU"	J. Kase	WEDNESDAY, 27th May, at Noon.
"SEATTLE MARU"	T. Sato	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th June, at Noon.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Perceps. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 16th April, a.m.
"ANNAM MARU"	T. Takamura	SATURDAY, 2nd May, a.m.
"INDO MARU"	K. Komiya	FRIDAY, 8th May, a.m.

CHI AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 8th Apr., at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 12th April, at Noon.
"DANGI MARU"	S. Tokunaga	SUNDAY, 19th April, at Noon.

FOR ANKIN AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSU MARU"	K. Takahira	WEDNESDAY, 15th April, at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"SOSU MARU"	K. Takahira	FRIDAY, 10th April.

East and Formosa Line have Excellent accommodation for First and Second Class Passengers. Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Perceps. Special attention given toward Express connection.

For Further Information, apply to

Z. KAMIYA,

Second Floor No. 1 Queen's Building.

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.**HONGKONG-CANTON LINE.**Commencing from April 1st the Saloon passage rates by the Companies' steamers will be reduced to—
Single Fare by Night Steamer ... \$6.00
Return ... (available also for return by day steamer) ... 10.00
Single Fare by Day Steamer ... 4.00
Return ... 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 8th APRIL, 1914.

8 a.m. HEUNGSHAN. 8 a.m. KINSHAN.

10 p.m. HEUNGSHAN. 5 p.m. KINSHAN.

THURSDAY, 9th APRIL, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.

10 p.m. HEUNGSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. TAI SHAN, 2,006 tons.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th APRIL, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

Y.S.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.**CANTON-MACAO LINE.**

S.S. SUI TAI, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**

S.S. SAIYAN, 568 tons, and S.S. NANNING, 558 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANDY. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.****REGULAR SERVICE BETWEEN**

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARDS.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N., will be despatched for SHANGHAI, KOBE and MOJI on 18th April.
S.S. "DILWARA," 5,378 tons, Captain G. N. Ramge, R.N., will be despatched for KOBE and MOJI on 25th April.**WESTWARD**S.S. "ARRATON APCAR," 4,455 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th April.
S.S. "THONGWA," 6,288 tons, Captain O. M. Robins, will be despatched as above on 19th April.The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply to**DAVID SASSON & CO., LTD.**

Hongkong, 6th April, 1914

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4,000	F. S. Murray	Manila, Mangarita, Cebu and Iloilo	On 11th Apr., 4 p.m.
RUBI	4,000	J. Miller	Manila, Mangarita, Cebu and Iloilo	On 22nd Apr., 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NIPPON Yusen Kaisha, NORDDEUTSCHER Lloyd and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 6th April, 1914.

Messageries Maritimes.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT	On 9th April.
	CORDELLERE	On 19th April.

HOMEWARD

FROM	STEAMER	TO SAIL
YOKOHAMA, KOBE AND SHANGHAI	PAUL LECAT	On 21st April at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.

For further particulars apply to

S. C. de BUSSIERRE, Acting Agent, QUEEN'S BUILDING.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	to	SHANGHAI	HONGKONG	from COLOMBO	MARSEILLES	PLYMOUTH
leaves	leaves	leaves	leaves	leaves	leaves	leaves
Thurs. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 15	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 5	June 11
May 14	INDIA	May 19	May 23	MOREA	June 20	June 26
May 28	DEVANHA	June 2	June 6	MALOJA	July 4	July 10
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—

	1st Saloon	"A"	Accommodation	Single	Return	LONDON
1st Saloon	"A"	"B"	"C"	"D"	"E"	"F"
2nd Saloon	"A"	"B"	"C"	"D"	"E"	"F"
1st Saloon	"A"	"B"	"C"	"D"	"E"	"F"
2nd Saloon	"A"	"B"	"C"	"D"	"E"	"F"

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
YOKOHAMA	SHANGHAI	HONGKONG	COLOMBO	MARSEILLES	LONDON	LONDON
leaves	leaves	leaves	leaves	leaves	leaves	leaves
Mar. 31	Apr. 11	Apr. 15	Apr. 19	May 1	May 19	May 23
Apr. 14	Apr. 25	Apr. 29	May 3	May 15	June 2	June 12
Apr. 28	May 7	May 13	May 17	May 29	June 16	June 26
May 11	May 22	May 28	June 1	June 13	July 14	July 24
May 25	June 4	June 10	June 14	June 26	Aug. 1	Aug. 7
June 8	June 18	June 24	June 28	July 10	Aug. 11	Aug. 21
June 22	July 2	July 8	July 12	July 24	Aug. 26	Sept. 6
July 6	July 16	July 22	July 26	Aug. 7	Sept. 8	Sept. 20
July 20	July 30	Aug. 5	Aug. 9	Aug. 21	Sept. 23	Oct. 3
Aug. 4	Aug. 15	Aug. 19	Aug. 23	Sept. 4	Oct. 5	Oct. 15

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single; £70 Return. 2nd Saloon £33 Single; £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWITT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. K. Kawara	16,000	WEDNESDAY, 8th Apr., at 10 a.m.
	KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 22nd Apr., at 10 a.m.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Iizawa	12,500	TUESDAY, 21st Apr., at Noon
	TAMBA MARU Capt. —	12,500	TUESDAY, 5th May, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY, INLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine	13,500	WEDNESDAY, 8th Apr., at Noon
	MIKKO MARU Capt. W. Takada	9,600	WEDNESDAY, 6th May, at Noon
CALCUTTA via SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. Yoshikawa	12,500	SATURDAY, 19th April
BOMBAY via SINGAPORE, PENANG and COLOMBO	PENANG MARU Capt. Murasumi	12,500	THURSDAY, 16th April
MOJI and KOBE	JINSEN MARU Capt. Terada	5,000	WEDNESDAY, 22nd April
KOBE (direct)	SANUKI MARU Capt. Deguchi	12,500	SATURDAY, 11th April
NAGASAKI, KOBE and YOKOHAMA	MIKKO MARU Capt. R. Takada	9,600	WEDNESDAY, 8th Apr., at 11 a.m.
KOBE and YOKOHAMA	KAGA MARU Capt. Tabata	12,500	THURSDAY, 9th Apr., at 11 a.m.

Fitted with New System of Wireless Telegraphy.

Cargo only.

PASSENGER SEASON—1914.**FOR EUROPE.**

STEAMER	TONS	SAIL	W
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